

Final Environmental Impact Report/ Environmental Assessment for the Wilshire Bus Rapid Transit Project

State Clearinghouse No. 2009091094



Metro

*Los Angeles County Metropolitan
Transportation Authority*



*Federal Transit
Administration*

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Chapter 1 Introduction

Wilshire Boulevard is the most heavily used transit corridor in the County of Los Angeles, with over 80,000 bus 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. Moreover, Wilshire Boulevard is an important strategic Bus Rapid Transit (BRT) corridor due to the following: (1) the Mid-City/Westside segment of Wilshire Boulevard is a highly significant origin and/or destination point for trips in southern California, especially for transit trips, over 41% of which either originate or terminate in the Wilshire corridor; (2) the Wilshire corridor has a significantly higher transit mode split (20%) than the City of Los Angeles as a whole (8%), and the trend is expected to increase from nearly 2.5 to 2.8 times the City mode split; and (3) the Wilshire corridor currently has very high internal trip retention (over half of all trips begin and end in the corridor), and despite growth in regional trips, the corridor is expected to maintain these high internal trip retention percentages.

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 the Los Angeles County Metropolitan Transportation Authority (LACMTA). Average bus speeds, along with automobile speeds, have declined steadily over the past 20 years. Bus lanes are a key component of Bus Rapid Transit and are strongly supported by the Federal Transit Administration (FTA). Bus lanes make transit usage more attractive by reducing transit travel times, increasing service reliability, and improving safety.

1.1 Project Goals and Objectives/Purpose and Need

The Wilshire BRT Project is intended to further improve bus passenger travel times, service reliability, ridership of the existing Wilshire BRT system, and encourage a shift from automobile use to public transit. When implemented, bus passenger travel times are expected to improve by an average of 24%. Up to a 10% mode shift from mixed flow to bus use is projected. Based on the bus travel time improvements and associated ridership increases experienced with the Metro Rapid Program to-date, transit ridership along the Wilshire corridor is anticipated to increase between 15% and 20%.

The goals and objectives for the project have been developed from the transportation and land use goals and objectives of local and regional agencies, including the City of Los Angeles, Los Angeles County, and the Southern California Association of Governments (SCAG), who serves as the regional Metropolitan Planning Organization (MPO), and are consistent with the other transit improvements currently planned in Los Angeles County. The following is a list of general project goals and objectives that have been developed for the proposed project:

- Improve bus passenger travel times by allowing buses to travel in dedicated peak-period bus lanes for the majority of the alignment between Valencia Street to the east and Centinela Avenue to the west;
- Improve bus service reliability by separating buses from the already high levels of corridor traffic congestion;
- Improve traffic flow along Wilshire Boulevard;
- Repave the curb lanes along damaged portions of Wilshire Boulevard to allow their effective use by buses during peak periods and by both buses and automobiles during non-peak periods;
- Encourage shift from automobile use to public transit by continuing to attract new transit riders;
- Improve air quality in Los Angeles County with the reduction in mobile source emissions resulting from a mode shift from automobile use to bus use; and
- Minimize impacts to existing on-street parking.

Another benefit of the Wilshire BRT Project is the increased person-throughput with bus lanes compared to mixed-flow curb lanes. Currently, the curb lanes can carry a maximum of 800 cars per lane per hour. With the correct average occupancy of 1.32 persons per car, the existing total person throughput with cars is 1,056 persons per lane per hour. When converted to bus lanes, the curb lanes would carry approximately 30 buses per lane per hour. The average passenger load is approximately 50 persons per bus during peak hours for the popular Metro Rapid Lines 720, 920 and Local Line 20 on Wilshire Boulevard. This would yield 1,500 persons per lane per hour for buses in each curbside bus lane. The person throughput with bus lanes (1,500) is, therefore, superior to that of mixed-flow lanes (1,056) during peak hours. This does not incorporate expected increases in bus ridership on Wilshire Boulevard after the bus lanes are implemented, which would further improve the bus lanes' person throughput. Person throughput could potentially increase anywhere from 1,725 to 1,800 persons per lane per hour for buses in each curbside bus lane.

1.2 Project Description

The proposed project runs through the densely populated mid-western portion of the City of Los Angeles, from the western edge of downtown at Valencia Street to the east, and to the eastern boundary of the City of Santa

Monica at Centinela Avenue to the west (Figure 1-1). The proposed project spans approximately 9.9 miles, excluding the City of Beverly Hills. Figure 1-2 shows the project alignment from Valencia Street on the east to Centinela Avenue on the west, and Figure 1-3 presents the community plan area boundaries along the proposed project. Metro Rapid peak period average travel times between Wilshire Boulevard/Valencia Street and Wilshire Boulevard/Centinela Avenue are approximately 51 to 57 minutes in the a.m. and approximately 54 to 71 minutes in the p.m. A reduction of 12 to 17 minutes per trip is anticipated with the implementation of bus lanes. The implementation of bus lanes would also benefit and improve the local service on Wilshire Boulevard as well, which operates approximately 29% slower (on average) than the Metro Rapid service during peak hours.

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 bus lanes in each direction during peak periods; upgrade of the existing transit signal priority system; selective street widening; reconstruction/resurfacing of curb lanes in select areas; and, installation of traffic/transit signage and pavement markings, as necessary, to implement dedicated peak period bus lanes.

A variety of activities are proposed along the entire length of the proposed project within the City's boundaries (approximately 9.1 miles). Most of the existing curb lanes on Wilshire Boulevard in the City of Los Angeles would be "converted" to a 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 or with the removal of jut-outs. Upgrades to the transit signal priority system would also be implemented, including (1) addition of bus signal priority at intersections with near-side bus stops (a recently developed and successfully tested concept), (2) increase in 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.

A portion of the proposed project is under County jurisdiction, between Veteran Avenue and Federal Avenue (approximately 0.8 mile) near the Veterans Administration facilities. Key elements of the County's project scope include widening Wilshire Boulevard between Bonsall Avenue and Federal Avenue, reduction of adjacent sidewalks to a uniform width, traffic lane restriping, adjustments to geometrics and traffic signals, signage and markings, and a 470-foot extension of an eastbound left-turn pocket at Sepulveda Boulevard.

These improvements are presented in Figure 1-4 below, which shows the different segments of Wilshire Boulevard between Valencia Street to the east and Centinela Avenue to the west, excluding the portion in the City of Beverly Hills.

Figure 1-1. Regional Location



Figure 1-2. Project Vicinity

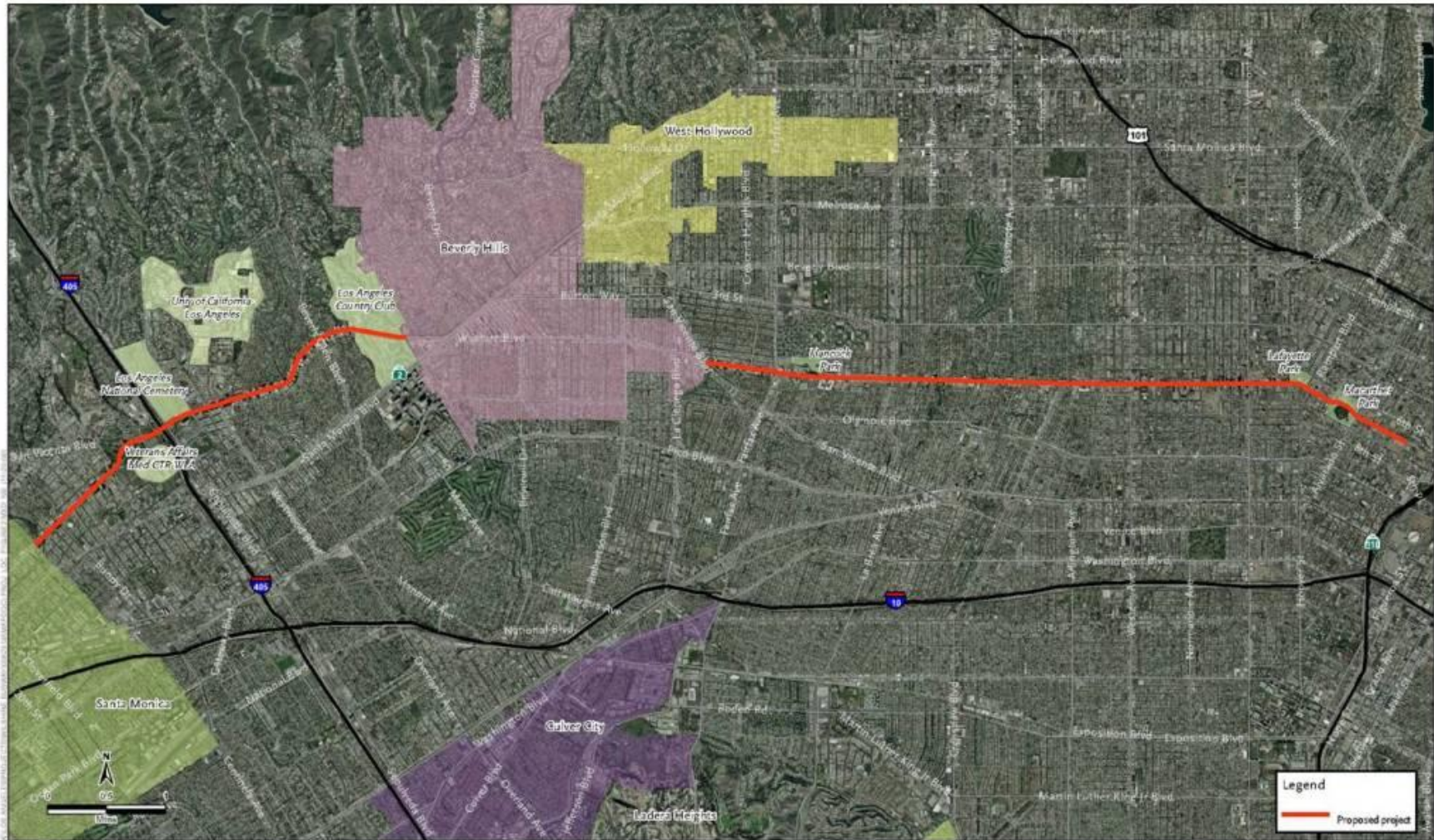
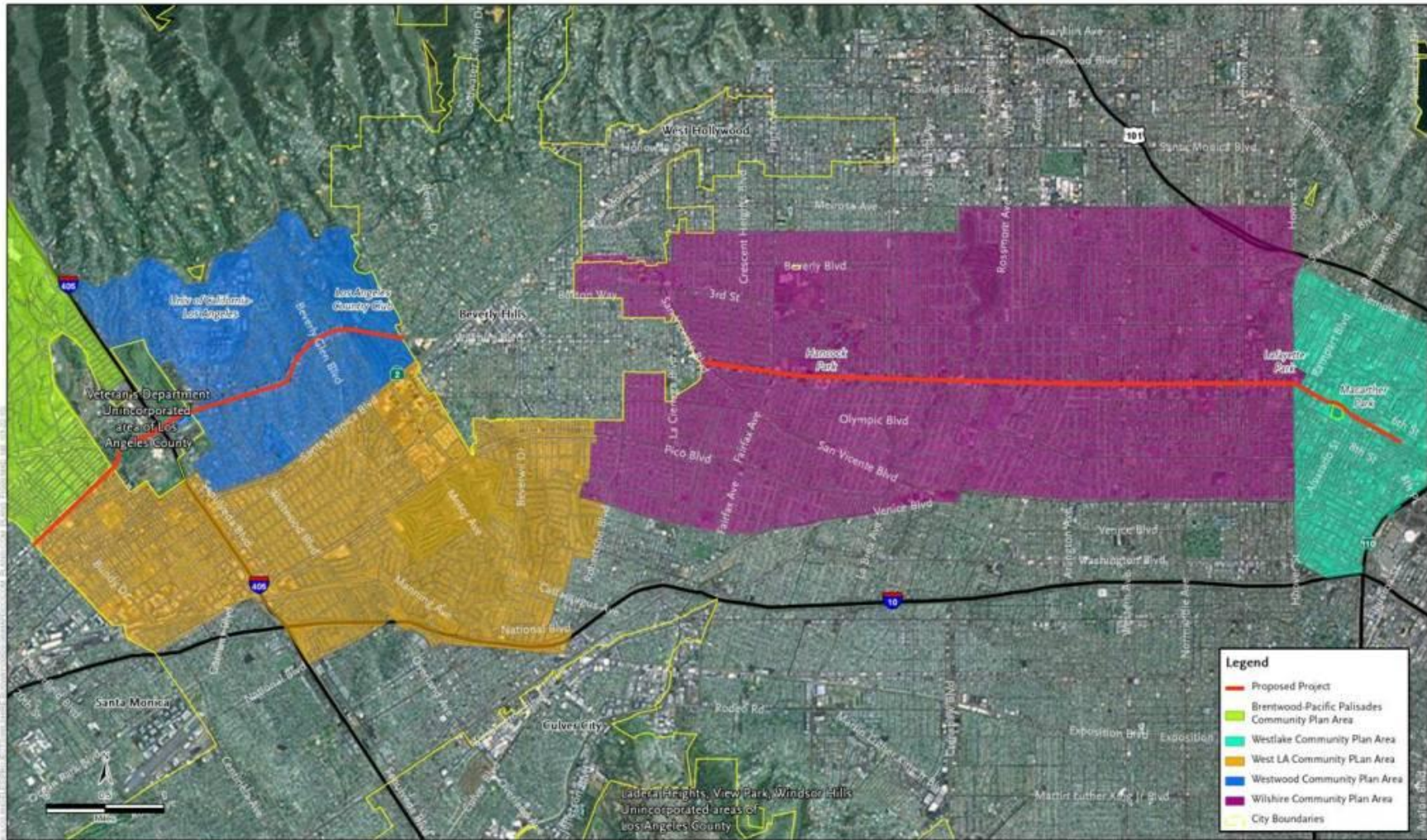
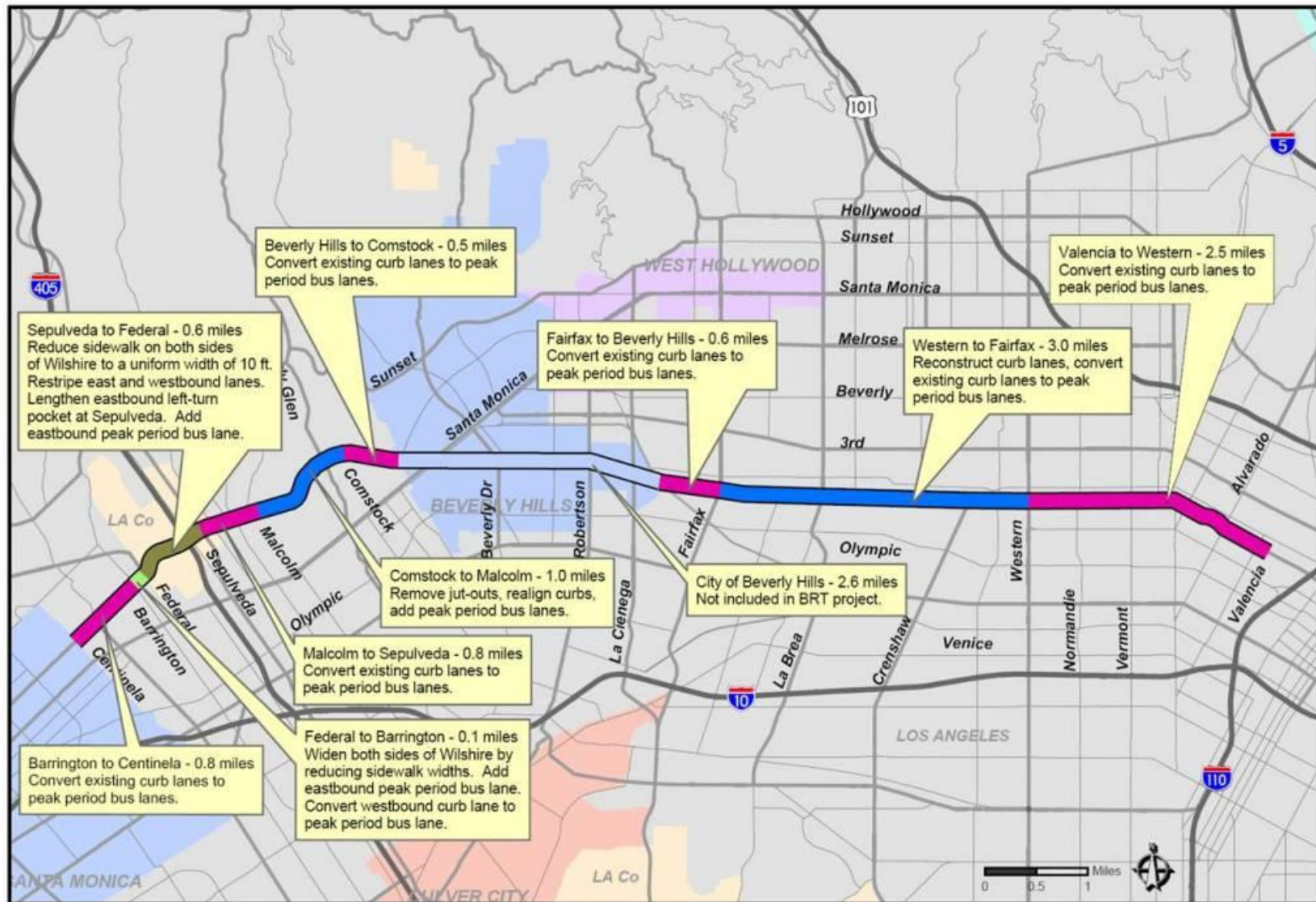


Figure 1-3. Jurisdictional Boundaries of Community Planning Areas



SOURCE: ESRI (2008), City of LA GIS (2010)

Figure 1-4. Proposed Project Plan



Source: LACMTA, 2010.

1.3 Alternatives to the Proposed Project

No Project Alternative

This alternative is required by Section 15126.6(e) of the CEQA Guidelines and by Section 1502.14 of the Council of Environmental Quality (CEQ) Regulations for Implementing NEPA and assumes that the proposed project would not occur. Under the No Project Alternative, proposed improvements to 9.9 miles of the Wilshire corridor included under the proposed project would not be implemented. Specifically, the proposed restriping and widening of some existing portions of the Wilshire corridor would not occur. The No Project Alternative would not include the conversion of existing curb lanes to bus lanes in each direction during peak periods; upgrade of the existing transit signal priority system; selective street widening; reconstruction/resurfacing of curb lanes in select areas; and, installation of traffic/transit signage and pavement markings, as necessary, to implement dedicated peak period bus lanes. Existing conditions of the Wilshire corridor would remain under this alternative. Consequently, the No Project Alternative would not achieve or fulfill any of the goals and objectives of the proposed project.

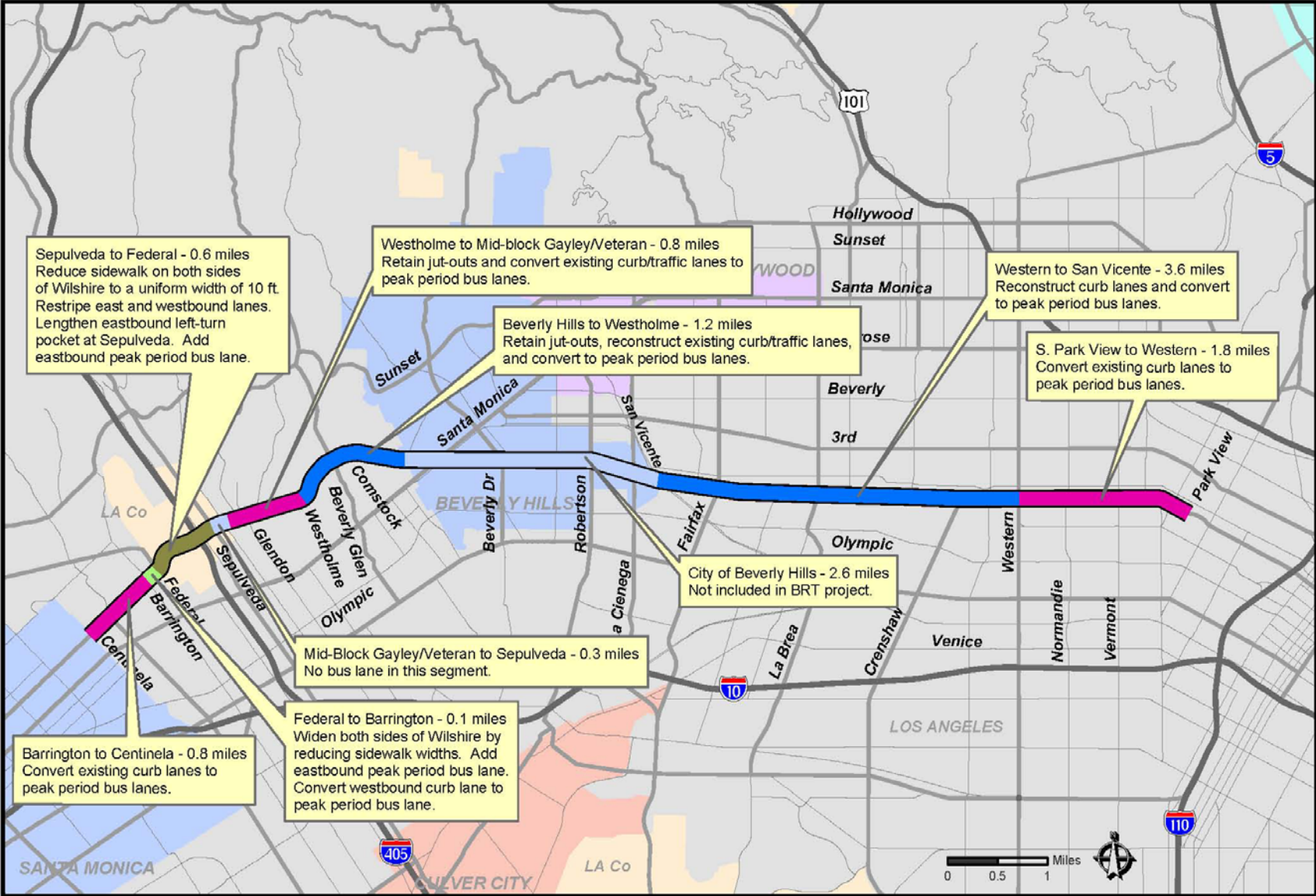
Alternative A: Truncated Project Without Jut-Out Removal

Alternative A – Truncated Project Without Jut-Out Removal would include the development of an 8.7 mile bus lane from the Wilshire Boulevard/S. Park View Street intersection to the Wilshire Boulevard/Centinel Avenue intersection. This alternative would eliminate the bus lane from mid-block Veteran Avenue/Gayley Avenue to Sepulveda Boulevard, totaling 0.3 mile. Additionally, this alternative would eliminate the jut-out removal between Comstock Avenue and Malcolm Avenue (1.0 mile). The existing traffic lane would be converted to a bus lane in each direction between Comstock Avenue and Malcolm Avenue. Under Alternative A, an additional 1.8 miles of curb lane reconstruction/ resurfacing would occur between Fairfax Avenue and San Vicente Boulevard and between the western border of the City of Beverly Hills and Westholme Avenue.

The key differences between this alternative and the proposed project are summarized from east to west (and implemented in both the eastbound and westbound directions), as follows and as presented in Figure 1-5 below:

- Elimination of the bus lane between Valencia Street and S. Park View Street;
- Inclusion of an additional 1.8 miles of curb lane reconstruction/ resurfacing between Fairfax Avenue and San Vicente Boulevard and between the western border of the City of Beverly Hills and Westholme Avenue;

Figure 1-5: Alternative A – Truncated Project Without Jut-Out Removal



Source: LACMTA, 2010.

- Retention of the jut-outs between Comstock Avenue and Malcolm Avenue; and
- Elimination of the bus lane from approximately 300 feet east of Veteran Avenue to the I-405 northbound ramps.

In consideration of comments received during the public review of the Draft EIR/EA, LACMTA and the Los Angeles Department of Transportation (LADOT) are considering this alternative as the preferred alternative. Accordingly, LACMTA and LADOT staff are recommending adoption of this alternative to the LACMTA Board, the Los Angeles City Council, and the Los Angeles County Board of Supervisors.

Alternative B: Truncated Project

The Truncated Project Alternative would include a shortened bus route (8.7 miles) compared to the 9.7 miles of exclusive bus lane included under the proposed project. Specifically, this alternative would eliminate a bus lane from Valencia Street to S. Park View Street, totaling 0.7 mile. Additionally, under this alternative, a bus lane from mid-block Veteran Avenue/Gayley Avenue to Sepulveda Boulevard, totaling 0.3 mile, would be eliminated.

Although this project would meet the project's objectives, this alternative is not being evaluated further because the cost of this alternative would exceed the per-mile amount allowed under the Federal Very Small Starts Program as it reduces the project length but retains the expense of the jut-out removal. Accordingly, this project alternative would not qualify for the federal funding that has been allocated to the project. Without this funding, LACMTA and LADOT would not have adequate funds to implement this alternative.

In addition, this alternative would neither avoid nor substantially lessen any of the significant effects identified for the proposed project. As such, this project alternative was considered infeasible and eliminated from further analysis in this EIR/EA.

Alternative C: Mini-Bus Lanes

The Mini-Bus Lanes Alternative would include a 2.5-mile bus lane compared to the 9.7 miles that would be included under the proposed project. This alternative would include bus lanes in selected segments plus street improvements and engineering enhancements. This alternative is not being evaluated further because, while it would improve bus travel time through several congested locations, it would not substantially improve schedule reliability and reduce bus "bunching" due to congested conditions elsewhere in the corridor. One of the goals of the project is to increase transit ridership by providing more reliable bus service, and this alternative would not meet that goal. This alternative would also be very difficult to enforce because of the intermittent nature of the bus lanes, as well as their short length, and would require an intensive enforcement approach. Additionally, since this alternative would not create a continuous BRT corridor, it would not be

eligible for federal funding as part of the Very Small Starts Program. Finally, this alternative would require physical widening of Wilshire Boulevard within the Wilshire Community Plan Area, which the Community Plan prohibits. As such, this project alternative was considered infeasible and eliminated from further analysis in this EIR/EA.

1.4 CEQA/NEPA Environmental Review Process

In accordance with Section 15063 of the CEQA Guidelines, a Notice of Preparation (NOP) was prepared and distributed to the State Office of Planning and Research, responsible and trustee agencies, as well as private organizations and individuals that may have an interest in the proposed project. The 30-day public comment period for the NOP commenced on September 23, 2009, and ended on October 23, 2009. The NOP was posted with the County Clerk's office and sent to the State Clearinghouse at the Governor's Office of Planning and Research to officially solicit statewide agency participation in determining the scope of the Environmental Impact Report/Environmental Assessment (EIR/EA).

The purpose of the NOP was to provide notification that LACMTA and the Federal Transit Administration (FTA), as lead agencies under California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA), respectively, planned to prepare an EIR/EA for the proposed project and solicit guidance on the scope and content of the EIR/EA. During the 30-day public comment period for the NOP, four public scoping meetings for the proposed project were held.

At the completion of the preparation of the environmental document, the Draft EIR/EA was circulated for public review and comment for a period of 45 days from June 10, 2010 through July 26, 2010. During this period, four public hearings were held on the following dates, times, and locations:

- Westwood Presbyterian Church
June 21, 2010
6:00 p.m. – 8:00 p.m.
10822 Wilshire Boulevard
Los Angeles, CA 90024
- Wilshire United Methodist Church
June 29, 2010
2:00 p.m. – 4:00 p.m.
4350 Wilshire Boulevard
Los Angeles, CA 90005
- Good Samaritan Hospital, Moseley-Salvatori Conference Room
June 22, 2009
6:00 p.m. – 8:00 p.m.
637 Lucas Avenue
Los Angeles, CA 90017
- Felicia Mahood Community Center
June 30, 2010
6:00 p.m. – 8:00 p.m.
11338 Santa Monica Boulevard
Los Angeles, CA 90025

Subsequent to the completion of the public review period, a Final EIR/EA is prepared. This Final EIR/EA includes the comments on the EIR/EA received during the formal public review period, as well as responses to those

comments. Prior to approval of the proposed project, CEQA also requires the LACMTA Board to adopt “findings” with respect to each significant environmental effect identified in the EIR/EA (Public Resources Code, Section 21081, and CEQA Guidelines, Section 15091).

For each such significant effect, CEQA requires the approving agency to reach one or both of the following findings:

- The project has been altered to avoid or substantially lessen significant impacts identified in the EIR; or
- Specific economic, legal, social, technological, or other considerations, including the provision of employment opportunities for highly trained workers, make the mitigation measures or project alternatives identified in the final EIR infeasible.

In the event that LACMTA, as the lead agency under CEQA, concludes that the proposed project will result in significant effects, which were identified in the EIR/EA but not substantially lessened or avoided by feasible mitigation measures and alternatives, the LACMTA Board must adopt a “Statement of Overriding Considerations” prior to approval of the proposed project (Public Resources Code, Section 21081, subd. (b), and CEQA Guidelines, Section 15093). Such statements are intended, under CEQA, to provide a written means by which the lead agency balances in writing the benefits of the proposed project and the significant and unavoidable environmental impacts. Where the CEQA lead agency concludes that the economic, legal, social, technological, or other benefits outweigh the unavoidable environmental impacts, the lead agency may find such impacts “acceptable” and approve the project.

Pursuant to Section 21081.6 of the Public Resources Code, public agencies, when approving a project, must also adopt a monitoring and reporting program for the changes that were incorporated into the project or made a condition of project approval to mitigate or avoid significant effects on the environment. The monitoring and reporting program is adopted at the time of project approval and must be designed to ensure compliance during project implementation. If LACMTA, as the lead agency, approves the proposed project, the LACMTA Board will implement the proposed project and mitigation monitoring and reporting program.

Similarly, prior to approval of the proposed project, NEPA requires FTA to review the EA and any public hearing comments and other comments received regarding the EA. If FTA agrees with the applicant's recommendations pursuant to the requirements of the Code of Federal Regulations (23 CFR Part 771), FTA will prepare a Finding of No Significant Impact (FONSI) incorporating by reference the EA and any other appropriate environmental documents. After a FONSI has been made by FTA, a notice will be sent to the State Clearinghouse.

1.5 Community/Public Outreach Efforts

As discussed above, the Draft EIR/EA was released for public review on June 10, 2010, along with the Notice of Intent (NOI) to hold four public hearings during the 45-day review period. The NOI was published in the *Los Angeles Times* and filed with the Los Angeles Clerk.

Copies of the Draft EIR/EA, which were made available for public review between June 10, 2010 and July 26, 2010, were distributed to the following libraries and repositories:

- LACMTA Records Management Center at One Gateway Plaza, Plaza Level, in Los Angeles;
- LACMTA Transportation Library at One Gateway Plaza in Los Angeles;
- Felipe de Neve Library at 2820 W. 6th Street in Los Angeles;
- Pio Pico – Koreatown Library at 694 S. Oxford Avenue in Los Angeles;
- Memorial Library at 4625 W. Olympic Boulevard in Los Angeles;
- Beverly Hills Public Library at 444 N. Rexford Drive in Beverly Hills;
- Westwood Library at 1246 Glendon Avenue in Los Angeles;
- West Los Angeles Regional Library at 11360 Santa Monica Boulevard in Los Angeles; and
- Donald Bruce Kaufman – Brentwood Library at 11820 San Vicente Boulevard in Los Angeles.

In addition, electronic copies of the document provided in compact discs (CDs) were distributed by U.S. certified mail to 46 agencies and organizations. Display ads about the public hearings were published in *Our Weekly* (in English), *Garment and Citizen* (in Spanish), *Downtown News* (in English), and *Korea Times* (in Korean) between June 10, 2010 and June 18, 2010, and in the on-line version of the *Daily Bruin* between June 10, 2010 and July 10, 2010. Similarly, copies of the press notice about the release of the Draft EIR/EA and the public hearings were sent to a distribution list of over 60 media organizations.

Moreover, the Draft EIR/EA and information about the public hearings was posted on LACMTA's website (www.metro.net/wilshire). Information about the release of the Draft EIR/EA and the public hearings was also printed in brochure form and distributed widely on Metro buses and trains, as well as hand-delivered at key locations in the study area. The brochures were also sent by U.S. mail to 759 addresses in the project's database. This same information was sent electronically to a list of 867 e-mail addresses in the database. All of these materials included information on how to find the Draft EIR/EA, as well as additional information about the Wilshire BRT Project, on the project's website.

1.6 Organization of the Final EIR/EA

- Chapter 1 of this document provides an introduction to the project, as well as an overview of the environmental review process, the community/public outreach efforts, and organization of the Final EIR/EA.
- Chapter 2 of this document provides a list of commenters, including public agencies, elected officials, and members of the general public that either oppose or support the project.
- Chapter 3 of this document provides the written responses to comments received on the Draft EIR/EA.
- Chapter 4 of this document presents the corrections and additions that have been made to the Draft EIR in response to the comments submitted during the 45-day public review period. In addition, this chapter includes the EA in its entirety with revisions shown in track changes (i.e., all additions are presented as underlined text, and all deletions are presented as ~~striketrough text~~).
- Chapter 5 of this document presents the Mitigation Monitoring and Reporting Program (MMRP), which includes a list of the mitigation measures identified in the Draft EIR/EA. The MMRP identifies the monitoring phase and monitoring agency and the enforcement phase and enforcement agency for ensuring that each identified mitigation measure is implemented.

Chapter 2 List of Commenters

Table 2-1 lists the agencies, organizations, and individuals who provided written comment on the Draft EIR/EA to LACMTA during the formal 45-day public review period from June 10, 2010 through July 26, 2010.

This chapter also identifies the individuals who submitted form petitions opposing the proposed project and the members of the Bus Riders Union who expressed their support of the proposed project.

In addition, Table 2-2 identifies the individuals who provided oral testimony at the four public hearings conducted during the 45-day public review period.

Table 2-1. List of Commenters

Letter No.	Name	Name of Agency/Affiliation	Page No.
<i>State Agencies</i>			
89	Lin, Alan	California Department of Transportation District 7	3-389
<i>County Agencies</i>			
57	Grein, George	Los Angeles County Sheriff's Department	3-283
131	Todd, John	County of Los Angeles Fire Department	3-523
<i>Local Agencies</i>			
26	CD11 TAC	Los Angeles Council District 11 Transportation Advisory Committee	3-115
35	Dagodag, Tim	West Los Angeles Neighborhood Council	3-133
48	Freedman, Jackie	Westwood Community Council	3-255
65	Hetz, Matthew	Los Angeles Council District 11 Transportation Commission	3-299
71	Jacobberger, Jeffrey	Mid City West Community Council	3-327
77-78	Klein, Raymond	Brentwood Community Council	3-341
79	Koretz, Paul	City of Los Angeles Council District 5	3-361
81	Kunz, Aaron	City of Beverly Hills	3-371
104	Pope, Bill	Los Angeles Council District 11 Transportation Committee	3-443
113	Rosendahl, Bill	City of Los Angeles Council District 11	3-475
123-124	Sorkin, Michelle	City of Los Angeles Department of City Planning	3-499
<i>Organizations</i>			
7	Bahadori, Hamid	Automobile Club of Southern California	3-27
29	Clarke, Darrell	Sierra Club Angeles Chapter	3-121
84	Lantz, Alexis	Los Angeles County Bicycle Coalition	3-379
92	Matute, Juan	Bruins for Traffic Relief	3-397
96	Norton, Hilary	FAST	3-407

Table 2-1. List of Commenters (Continued)

Letter No.	Name	Name of Agency/Affiliation	Page No.
<i>Organizations (Continued)</i>			
105	Porchas, Francisca	Bus Riders Union	3-453
127	Steva, Erin	California Public Interest Research Group	3-513
<i>Associations</i>			
17-18	Brown, Jerome	Diplomat Condominium Association	3-49
19-21	Brown, Sandy	Holmby-Westwood Property Owners Association	3-61
24	Bushnell, Jean	Comstock Hills Homeowners Association	3-111
32	Colfax, Annette	Brentwood Park Property Owners Association	3-127
42	Edelsohn, Charles	Comstock Hills Homeowners Association	3-153
55	Goldman, Merrill	The Grand Homeowners Association	3-277
80	Krell, Marylin	South Brentwood Residents Association	3-367
82	La Tour Board	La Tour Wilshire Residential Community	3-375
83	Landres, Marcene	Comstock Hills Homeowners Association	3-377
97	Nussbaum, Howard and Debbie	Westwood Hills Property Owners Association	3-411
107	Reichmann, Jan	Comstock Hills Homeowners Association	3-459
108	Rene, Robert	Brentwood Homeowners Association	3-461
109	Resnick, Stephen	Westwood Homeowners Association	3-467
125-126	Spencer, Carol	Comstock Hills Homeowners Association	3-507
<i>Individuals/Others</i>			
1	Adelman, Charles	Individual	3-13
2	Alossi, Rich	Individual	3-17
3	Alvarez, Rodolfo	Individual	3-19
4	Appel, Michele	Individual	3-21
5	Astilleros, Elena	Individual	3-23
6	Astmann, Jonathan	Individual	3-25
8	Baker, Joana	Individual	3-29
9	Barboza, David	Individual	3-31
10	Barboza, David	Individual	3-33
11	Barnard, Ian	Individual	3-35
12	Binder, Lynne	Individual	3-37
13	Boukidis, Constance	Individual	3-39
14	Braun, Sumiko	Individual	3-43
15	Brooks, Christopher and Amanda	Individuals	3-45
16	Brown, Charlotte	Individual	3-47
22	Burns, Marvin	Individual	3-107
23	Busby, Richard	Individual	3-109
25	Carillo, Daniel	Individual	3-113

Table 2-1. List of Commenters (Continued)

Letter No.	Name	Name of Agency/Affiliation	Page No.
<i>Individuals/Others (Continued)</i>			
27	Cerritos, Pinky	Individual	3-117
28	Chase, Suzanne	Individual	3-119
30	Cohen, Ira and Pat	Individuals	3-123
31	Colfax, Ann	Individual	3-125
33	Corona, Davin	Individual	3-129
34	Coudoux, Chantal	Individual	3-131
36	D'Arcangelis, Gwen	Individual	3-141
37	De Hart, Brandon	Individual	3-143
38	Delshad, Doreen	Individual	3-145
39-40	Dorman, Daniel	Individual	3-147
41	Drapkin, Allen	Individual	3-151
43	Eisenberg, Joseph	Individual	3-243
44	Eisenberg, Joyanna	Individual	3-245
45	Epstein, Joel	Individual	3-247
46	Espiritu, Eryn	Individual	3-249
47	Ewing, David	Individual	3-251
49	Freedman, Marolyn	Individual	3-259
50-53	Friedman, Alexander	Individual	3-261
54	Goldman, Eleanor	Individual	3-275
56	Gordon, Susan	Individual	3-281
58	Hakim, Avi	Individual	3-285
59	Hall, John	Individual	3-287
60	Hamilton, Alia	Individual	3-289
61	Harmetz, Richard	Individual	3-291
62	Haro, Katidia	Individual	3-293
63	Heidt, John	Individual	3-295
64	Henschel, Lisa	Individual	3-297
66	Hindman, Dennis	Individual	3-305
67	Holtzman, David	Individual	3-307
68	Horowitz, David and Lynn	Individuals	3-321
69	Hsieh, Daniel	Individual	3-323
70	Ibanez, Tania	Individual	3-325
72	Jones, Cliff	Individual	3-331
73	Jornacion, Gary	Individual	3-333
74	Kaufman, Neal	Individual	3-335
75	Kavanagh, Gary	Individual	3-337
76	King, Jeff	Individual	3-339
85	Laurin, Paul and Bridget	Individuals	3-381

Table 2-1. List of Commenters (Continued)

Letter No.	Name	Name of Agency/Affiliation	Page No.
<i>Individuals/Others (Continued)</i>			
86	Lempert, Robert	Individual	3-383
87	Leviadin, Bahareh	Individual	3-385
88	Lim, Minyoung	Individual	3-387
90	Marable, Monte	Individual	3-392
91	Marlowe, Paul and Janie	Individuals	3-395
93	Moos, Adam	Individual	3-401
94	Moreno, John	Individual	3-403
95	Moshe, Sina	Individual	3-405
98	O'Sullivan, James	Individual	3-425
99	Papoutsis, William	Individual	3-429
100	Paradise, Mitch	Individual	3-433
101	Paster, Jesse	Individual	3-435
102	Pfefferman, Richard	Individual	3-437
103	Phillips, Bruce	Individual	3-441
106	Powell, Derek	Individual	3-457
110	Risemberg, Richard	Individual	3-469
111	Rodriguez, Raymond	Individual	3-471
112	Romann, Eric	Individual	3-473
114	Rosenthal, Richard and Strawn	Individuals	3-479
115	Rubin, Carter	Individual	3-481
116	Russell, David	Individual	3-483
117	Salinas, Reina	Individual	3-487
118	Scott, Robert	Individual	3-489
119	Shulman, Annette	Individual	3-491
120	Simmons, Ray	Individual	3-493
121	Smurda, Joseph	Individual	3-495
122	Sodha, Neel	Individual	3-497
128	Suh, Alexandra	Individual	3-517
129	Tang, Henry	Individual	3-519
130	Timmons, Ted	Individual	3-521
132	Tracy, Suzanne	Individual	3-527
133	Wagner, Michaela	Individual	3-529
134	Woodall, John	Westwood United Methodist Church	3-531
135	Woodsin, Joseph	Individual	3-535
<i>Late Comments</i>			
136	Clark, Irene	Individual	3-537
137	Lew, Eric	Individual	3-539
138	Pitts, Wesley	Individual	3-541

The following individuals submitted form petitions in opposition of the proposed project:

- Africk, Allan
- Aguirre, Francisco
- Aguirre, Halla Linker
- Ahdoot, Payam and Nazila
- Ahmed, Mohamed
- Akhavan, Mahin
- Akhavan, Roya
- Aldrin, Buzz and Lois
- Amin, Leila
- Aminian, Leyli
- Amirian, Mahin
- Amirian, Sohaila
- Antebi, Sue
- Appuhamicean, Sal
- Ardebilchi, Azar
- Arnold, Frances
- Arnstein, Martin
- Asgar, Morris and Faye
- Assir, Kein
- Asturias, Edgar
- Azarbal, Hassan and Flora
- Baker, Elizabeth
- Bamberger, Mark and Polly
- Barber, Willom
- Barkhordarian
- Bartman, Cecile
- Basis, Richard
- Batao, Agustin
- Beck, Harriet
- Benjamin, Emil
- Ben-Ner, Phyllis
- Ben-Ner, Sheli
- Ben-Ner, Roy
- Ben-ner, Yochanan
- Beral, Arash
- Berck, Victoria
- Berman, Richard
- Bertman, Marlene
- Birk, Lisa
- Birk, Tom
- Birma, Iris
- Block, Aleck and Ruth
- Bloom, Marcia
- Bloomberg, Stephen
- Bohrer, Virginia
- Borofsy, Gary
- Bowles, N.J.
- Bral, Robert
- Brar, Amarveer
- Brau, Nora
- Brown, Charlotte
- Brown, Sandy
- Brown, Tyrone
- Brown, W. J.
- Bryan, Karen
- Burg, Louis
- Burly, J.
- Burns, Barbara
- Butler, Adrienne
- Butler, Robert
- Camras, Roger
- Casey, J.
- Cayton, Lucille
- Cerna, Roberto
- Cesario, Jeff
- Chapman, Paul
- Chasalow, Irwin
- Chavez, Jose
- Charet, Robert
- Cobiao, Edwin
- Cohaniam, Shahram Ted
- Cohen, Amber
- Cohen, Arthur and Tanya
- Cohnen, Ruth
- Colby, Susan Lee
- Coleman, Edward
- Colman, Philip
- Cos, Lorenzo
- Crockwell, Craig D.
- Croskery, JoBee
- Daftari, Lisa
- Dahl, Eleanor
- Daly, Henny
- Davami
- Davidoff, Banar
- Davis, Symeon

- Dawson, B.
- Dawson, Mitchell
- Delaney, Kira
- Denson, Joan
- Druckman, Betty
- DuBow, Carolyn
- Dworman, Robert
- Ebrahimian, Janet
- Egrari, Ata
- Elder, Eric
- Emani, Joce
- Escobar, Eduardo
- Esmalian, Fardad
- Esprez, Erle
- Esperanza Sr., Carlos
- Esperanza, Carlos
- Etaat
- Etamad, E.
- Exler, Harry
- Factor, Phyllis
- Fakliri, Maliha
- Falin, Isaac
- Familian, Shirley
- Farahi, David and Parvin
- Fard, Pari
- Farell, Mary Jane
- Farzan
- Faturechi, Mahmoud
- Fazar, Maury
- Felixson, Robert
- Felixson, Jane
- Ferdows. S.
- Faber, Esther
- Fields, Jerry
- Finegood, Rachel Rae
- Fishbein, Dorothy
- Forouzan, Nazanin
- Frankfort, Denise
- Frankfort, Norman
- Freedman, Jackie
- Friedlander, Judi
- Friedlander, Martin
- Fries, Phyllis
- Frimerman, Haley
- Froelich, Gene
- Froelich, Maxine
- Gambat, Kevin
- Garcia, Miguel
- Garinyalen, Ramonette
- Gelfand, Inez
- Gerber, Robin
- Ghadishah. E.
- Girdwoyn, Louise
- Given, Doris
- Glassman, Valerie
- Godell, Gloria
- Golcheh, Hedayat
- Gold, Herbert
- Goldberg, Babette
- Goldberg, Roberta
- Goldstein
- Golshan, Mike
- Gomez, Ignacio
- Gonzalez, Martin
- Gordon, Claire
- Gordon, Louise
- Gorman, Nat
- Gowani, Latif
- Green, Harry
- Green, Joyce
- Groman, Miriam
- Gingri, Elena
- Habner
- Hakim, Hilbert
- Halpern, Jason
- Hamano, Claire
- Harison, Donald
- Harris, Sean
- Hartman, Ryan
- Hayes, Virginia
- Hazan, Shila
- Hecker, Gary
- Heidt, John
- Hekmat, David
- Hernandez, Sergio
- Herscu, George
- Hicks, Lisa
- Hiffson, Joil
- Hirsch, Darelle and Donald
- Hoffman, Judith
- Hoffman, Zena
- Holender, David

- Holland, Harold
- Homer, Sheila
- Hooper, Penny
- Horwitz, Barbara
- Horwitz, Charles
- Howard, Milton
- Howard, Edith
- Iacocca, Darrien
- Imani-Rad, Fanba
- Imani-Rad, Fariften
- Imani-Rad, Mahin and Reza
- Imani-Rad, Maryam
- Iriarte, Miguel Angel
- Isaacs, Patricia
- Israel, Alex
- Javaheri, Kambiz
- Javaheri, Havier
- Jogain, Masoud
- Juarez, Gabriel
- Kahen, Orit
- Kamin, David
- Kamin, Natalie
- Kane, Michael
- Kassover, Bernard and Judith
- Katske, Floyd
- Kates, Doreen
- Kaufman, M. L.
- Kaufman, Susan
- Kaufmann, Marjorie
- Kawamura, Roy
- Kaye, Andrea
- Kazan, Lydie
- Kechichian, Joseph
- Keiter, Constance
- Keiter, George
- Kelemen, Frank and Eva
- Kenneth Lopaty
- Khaiat, Laurent
- Kibrick, Sidney
- Kimiebakhsh, Violet
- Kleeger, Paul
- Klein, Robert
- Koblitz, Edward and Estelle
- Kohanzadeh, Peyman
- Komack, Marilyn Cluny
- Korp, Christina
- Krantz
- Krantz, James
- Krantz, Mary Ann
- Krevoy, Minerva
- Lang, Barry
- Lang, Janet
- Leavitt, Herman
- Lee, Michael
- Lehrer, Keith
- Levi, S.E.
- Levey, Mark
- Levey, Pearle Rae
- Levitt, Richard
- Li, Margaret
- Lindauer, Tom
- Link, Eli
- Lippman, Nancy
- Lipsky, Dorothy
- Litchmann, Gwen
- Livingston, Shirley
- Lopaty, Barbara
- Lopaty, Kenneth
- Low, Lori
- Lubeek, Judy
- Lustberg, Roger
- Magaram, Sally
- Mahboubi, Carolyn
- Mahboubi, Satehe
- Makoui, Shahram
- Malih, Fred
- Maniatakos, Ted
- Mannheimer, Myra
- Mansoury, Shahram
- Marcus, Diana Kopald
- Marder, Diane
- Martinez, Raul
- May, Mary Agray
- Maya, Virginia
- Mazirow, Ann
- Mazirow, Arthur
- Mcloon, Daniel
- Measer, Jerry and Merle
- Mectmert, Martin
- Melford, Keith
- Meltzer, James
- Meltzer, Rose

- Meltzner, Enid
- Meshkani, Kamran
- Meshki, Cyrus
- Miller, Ronald and Tanya
- Miller, Carole
- Miller, Michael
- Miskin, Mira
- Mitteldorf, Robert
- MJT
- Mobin, Farhad
- Mogadam, Donya
- Moore, Steven
- Mora, Michael
- Murad, Meredith
- More, Alice
- Moris, Jean
- Morse, Lawrence
- Morse, Lillian
- Morse, Toni
- Moshi, Daniel
- Moghadam, Bahari
- Moss, Katy
- Nadel, Herb
- Namvar, Sheon
- Nataf, Paul
- Natan
- Needleman, Stuart
- Neman, Robbin
- Notkin, Shelby
- Nourmand, Forzaneh
- Nourmand, Henry
- Novak, Jonathan
- Novick, Roberta
- Olsen, Steve
- Oppenheimer, Gail
- Oppenheimer, Gerald
- Orozco, Emmanuel
- Paeper, Sophie
- Park, Jisouk
- Paranay, Gregory
- Patel
- Peatis, John
- Pedroza, Ernesto
- Penhas, Tracy
- Pennish, Evelyn
- Pennish, John
- Petersen, Cheryl
- Pezechk, S.
- Polacheck, Pearl
- Pomeranz, Jerry
- Pouldar
- Pouratiam, Nematollah
- Prince, Rachelle
- Prover, Stephen
- Quateman, Neil and Lisa
- Radoff-Bernstein, Sandra
- Raftalion
- Rayner, Zach
- Reid, Stephen and Gina
- Reuben, Susan
- Reyes, Caesar
- Rezareh, David
- Rezazeh, Emil
- Riback, Billy
- Rich, Luis
- Roberts, Kathy
- Roge, Lynn
- Rogover, Paula
- Romano, Leera
- Romano, Samuel
- Rooke, Chris and Melissa
- Roqu, Maxine
- Rose, Clare
- Rosenberg, Charlotte
- Rosenbaum, Sandra
- Rosenblatt, Dennis
- Rosin, Karen
- Rosin, Jerry
- Rostami, Pouran
- Rosblatt, Marlene
- Roya, Safani
- Rozengurt, Enrique and Nora
- Ruta, Todd and Suzanne
- Sabouhi, Azita
- Sabouhi, Farhad
- Sachs, Melina
- Safani, Roya
- Sajadian, Shahab
- Salem, Hadi
- Sandoval, Cecil
- Sanchez, Rudy
- Sandberg, Mary El Neil

- Sanger, R.
- Sanger, Harold
- Savitz, Maxine
- Schazberg, Zita
- Schenirer, Elaine
- Schwartz, Caron
- Schwartz, Elvira
- Schwartz, Myra
- Schwarz, Charles
- Sehaefp, Irwin
- Shaad, Dane
- Shabanian, Joseph
- Shapiro, Abraham and Miriam
- Sharpe, Norton and Virginia
- Shelby Notkin
- Shirvani, Vivian
- Shulman, Annette
- Silver, Mary
- Simantob, Dan
- Simon, Elaine
- Simone, George
- Simone, Monica
- Simons, Gloria
- Sinatra, Barbara
- Sinykin, Hert
- Siragusa, Renee
- Siragusa, Robert
- Sison, Rosario
- Singer, R.
- Smith, Linda Jane
- Sohaila Amirian
- Spado, Patricia
- Spielman Lois
- Spielman, Sawkov
- Steinberg, Mort
- Steinberg, Roberta
- Stevens, Robert
- Stone, Judith
- Sturman, Beverly
- Sturman, Herbert
- Suarez, Michael
- Taff, Carolyn
- Tesfamia, Tewodros
- Tober, Ruth
- Torres, Modesto
- Trus, Robert
- Turner, Ellen
- Turkel, Melvin
- Turner, Beryl
- Valenti, Joseph
- Valenti, Jill
- Van Den Bergh, Mike
- Van Hayes, Stanley
- Veith, Wolfgang
- Vesterman, Sam
- Vincent, Martin
- Vinetz, Adrienne
- Wald, Helen
- Warkens, G.M.
- Weil, David
- Weil, Sally
- Weinberg, Bernard and Janice
- Weinberger, Alan
- Weinberger, Dorothy
- Weiner, Patricia
- Weiner, Ron
- Weisberg, Louis
- Weisberg, Olivia
- Wenger, Alex
- Wenger, Bertha
- Wengrod, Lawrence
- Wiln, Troy
- Wilson, Richard and Patty
- Wishengrad, Murray
- Wisotsky, Alex
- Wolf, Richard
- Wolfus, Christine
- Wolfus, Daniel
- Wong, Alfred
- Wong, Lydia
- Wurtzel, Mark
- Yadgard, Allen
- Yafeh, Shiva
- Yaghoubian, Farajolla
- Yamini, Dan
- Yanoty, Janet
- Yashenpour, Michelle
- Zager, Marilouise
- Zeman, Jules and Colleen
- Zomoradi, Minou
- Zonana, Linda
- Zonana, Regina

The following members of the Bus Riders Union submitted written comments in support of the proposed project:

- Aburto, Infra
- Alberto, Jose
- Aldones, Armando
- Alegandro
- Alfonso, Aura
- Alhamoranse, Victor
- Aljashamy, Thulfiqar
- Alley, David
- Almonte, Maria
- Alonzo, Juliana
- Alvarado, Miguel
- Alvarado, Nery
- Alvarez, Gloria
- Amoragis, David
- Angulo, William
- Arellano, Lydia
- Ashouroof, Jacqueline
- Atanasov, Bogdan
- Avalos, Juan
- Ayala, Mirna
- Bahram, Bobby
- Ballesteros, Ana
- Barboza, Aracely
- Bell, John
- Bello, Elizabeth
- Beltran, Peter
- Bergkrund, Jesper
- Blanco, Bernardo
- Bonilla, Edwin
- Brock, Stephanie
- Brown, Charlotte
- Buteton, Clarkston
- Cabral, Moises
- Cabral, Salvador
- Cabrera, Juan
- Calel, Rocio
- Cameron, Clinton
- Campbell, Josephine
- Campos, Alonda
- Carroll, Veronda
- Castro, Joltun
- Castro, Jose
- Castro, Luis
- Chacon, Juan
- Chavez, Bryan
- Chavez, Cesar
- Chavez, Julio
- Chacon, Juan
- Clayton, Jimmy
- Cochran, Michael
- Coleman, Carlee
- Coleman, Kendrick
- Cornejo, Enrique
- Cozam, Michael
- Cruz, Awilda
- Cruz, Felly
- Cruz, Tranquilino
- Daniels, Clydie
- David, David
- Davis, Martha
- Davis, Michael
- Dela Cruz, Jason
- Delgado, Cynthia
- Diaz, Maria
- Dobar, Maria
- Dominique, Jose Martin
- Douthard, Claudine
- Duque, Efren
- Ellis, Sarah
- Escobar, Jose
- Escobar, Marvin
- Eslava, Edwin
- Espinosa, Jeremy
- Esposito, Pablo
- Fabre, Lowella Jean
- Felipe, Pedro
- Feliz, Manuel
- Fernandez, Linda
- Finister, John
- Firuz, Amir
- Flores, Salvador
- Framce
- Fregoso, Gabriel
- Fuente, Bryan
- Galicia, Luz
- Garcia, Angelica
- Garcia, Irving
- Garcia, Maria del Carmen

- Garcia, Steve
- Gaspar, Joanna
- Gaspar, Marco
- Gatewood, Dolores
- Gerichter, Leona
- Gomez, Luis Alonzo
- Gomez, Maria
- Gooley, Donna
- Gramajo, Moises
- Gray, Chris
- Gregorio, Alejo Juan
- Griffin, Lanae
- Guadarrama, Andrea
- Gualis, Julia
- Gutierrez, Blanca
- Gutierrez, Eduardo
- Guzman, Roberto
- Gyund, Stephanie
- Hall, Robert
- Harter, Alexander
- Hawthorne, Hakeem
- Hayd, Roger
- Hayes, Kevin
- Haynes, DeAndre
- Hermes
- Hernandez, Alex
- Hernandez, Claudia
- Hernandez, Edica
- Hernandez, Jose
- Hernandez, Juana
- Hernandez, Laura
- Hernandez, Maria
- Hernandez, Mitchell
- Homiak, Erick
- Hoover, Jerry
- Jackson, Detra
- James, B.
- Jaen, Maria Paz
- Jenckins, Franklin
- Jimenez, Irma
- Junt, Jordan
- King, Joseph
- Lara, Israel
- Lara, Mercedes
- LeDuc, Paula
- Lemorne, Tyler
- Lemus, Melissa
- Lemus, Nestor
- Lewis, Frances
- Lewis, Rod
- Llamas, Alma
- Loarza, Olga Lucia
- Loera, Frank
- Lomel, Diana
- Lopez
- Lopez, Chris
- Lopez, Michelle
- Lopez, Rosa
- Love, Desmond
- Luis, Juan
- Luna, Maria
- Malloy, Chelsea
- Mantel, Lynn
- Marguez, Princesa
- Marquez, Sonia
- Marroquin, Angelica
- Martinez, Martin
- Martinez, Brenda
- Martinez, Fernando
- Martinez, Jorge
- Maruffo, Arthur
- Mastam, Kathryn
- Matos, Raul
- Mejia, Nadia
- Mendez, Carlos
- Mendez, Rosalva
- Mendoza, Ivone
- Mercado, Javier
- Minor, George
- Mitchell, Erik
- Monzon, Mirna
- Morages, Davida
- Moreno, Anthony
- Moreno, Rita
- Morses, Joel
- Muños, Martha
- Munoz, Rick
- Nava, Frank
- Neria, Fernando
- Navarro, Anastacio
- Nikolova, Elena
- Nikoo, Fariborz

- Nawshe, Barbara
- Odom, Christina
- Oliva, Marcedonio
- Ordonez, David
- Ortega, Mauro
- P., Jim
- Patino, Jose
- Pellyer, Jacklyn
- Perez, Aaron
- Perez, Alexander
- Perez, Jorge
- Perez, Mercedes
- Petit, Shepherd
- Piha, Jake
- Quijude, Sagoberto
- Ramos, Emerita
- Reilly, Janet
- Redman, Judith
- Reyes, Glenda
- Rguez, Jose Ramiro
- Rhodes, John
- Richardson, Andre
- Ridar, Miguel
- Rodriguez, Alex
- Rodriguez, Maria
- Rodriguez, Miguel
- Roda, Roberto
- Rogers, Willie, Jr.
- Romero, Gloria
- Rosales, Diana
- Rousseau, Roberto
- Salazar, Raymond
- Sales, Marvin
- Salinas, Gerbus
- Sanchez, Dionicio
- Sanchez, Maira
- Sanchez, Michael
- Sarabia, Oscar
- Sasbin, Maria
- Sida, Joana
- Smith, King
- Solis, Flor
- Solanzano, Jose
- Sonu, Cleber
- Soriana, Abraham
- Sotos, Francisca
- Stewart, Wardell
- Stillwater, Bonnie
- T., Victor
- Taylor, Robert
- Thomas, Wilson
- Thornberry, Davey
- Tizol, Carlos
- Torres, Juan
- Torres, Luis
- Urrutia, Susanna
- Uy, Sue
- Vrezoro, Effie
- Vargas, Nickolas
- Vargas, Ricardo
- Vega, Mariano
- Vela, Miriam
- Velasquez, Graciela
- Velasquez, Maria
- Velazco, Jesus
- Villakoro, Jhosh
- Walker, June
- Weinar, Yakov
- Wellington, Shelly
- Welsh, Theresa
- Williams, Abby
- Williams, Daniela
- Yrastorza, Raul
- Zacarias, Zeferino
- Zazueta, Pablo

Table 2-2. Public Hearing Commenters

Commentor	Transcript Page
<i>Public Hearing #1 (June 21, 2010 - Westwood Presbyterian Church)</i>	
Jones, Monroe	31
Lawrence, Nancy	32
Matute, John	34
Resnick, Stephen	35
Snyder, Ryan	36
Le, Dorothy	38
Cole, Lauren	39
Brown, Sandy	41
Meltzer, Rose	42
Lehman, Ryan	43
Yang, Sunyoung	45
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<i>Public Hearing #2 (June 22, 2010 - Good Samaritan Hospital)</i>	
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Clayton, Joshua	36
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Mendoza, Ivone	39
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<i>Public Hearing #3 (June 29, 2010 - Wilshire United Methodist Church)</i>	
Adelman, Charles	36
McMillan, Crystal	38
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Williams, Staci	41
Martinez, Channing	42
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Camargo, Enlalia	47
Collins, Ronald	48
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<i>Public Hearing #4 (June 30, 2010 - Felicia Mahood Center)</i>	
Handal, Jay	32
Kronos, Donald	34
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Chapter 3 Responses to Comments

This chapter contains the comments and written responses to each of the comments received on the Draft EIR/EA during the 45-day public review period from June 10, 2010 through July 26, 2010.

There are numerous comments that address the same issues/topics. Accordingly, master responses are provided below. As appropriate, some of the specific responses refer to these master responses for further discussion and explanation. Master responses are intended to provide a single, consistent response to multiple comments or questions that were submitted on the same topic.

Master Response No. 1: Determination of Study Intersections

Master Response No. 1 responds to the comments submitted seeking clarification or questions regarding how the study intersections were selected. The manner in which the study intersections were identified for the project's Traffic Impact Analysis (TIA) is described on page 5 of the TIA (Appendix B of the Draft EIR/EA). The study intersections were identified using the Southern California Association of Governments' (SCAG) 2008 Regional Transportation Plan (RTP) travel demand model. The RTP model represents the distribution of housing, employment, commercial, and educational facilities throughout the region, as well as the roadway network that connects those facilities. Prior to the detailed modeling conducted for the impact analysis, preliminary traffic model runs were conducted conservatively, assuming the loss of one full lane's capacity (e.g., 33% of the total capacity for a segment with three lanes in each direction) along Wilshire Boulevard within the project limits due to implementation of the proposed project. The model runs are considered conservative because the existing curb lanes along Wilshire Boulevard are not as fully utilized as the adjacent lanes based on observed traffic counts, as discussed in Master Response No. 2 on lane utilization. The results of the model runs showed traffic diversion off Wilshire Boulevard onto some segments of parallel east-west corridors. The corridors showing segments with potentially significant increases in traffic upon implementation of the project include Sunset Boulevard, Santa Monica Boulevard, Olympic Boulevard, Pico Boulevard, 3rd Street, 6th Street, and 8th Street. Intersections connecting segments with potentially significant increases in traffic were identified for inclusion in the TIA.

Intersections in the Cities of Santa Monica and Beverly Hills were considered in the same manner as those in the City of Los Angeles. However, because the proposed project does not affect the capacity of streets in those cities, minimal traffic diversion was seen on parallel corridors in them. The intersection of Wilshire Boulevard and Santa Monica Boulevard, located in the City of Beverly Hills, was included in the study area because of the potential for changes in turning movements at this location, as it was thought that traffic may shift from Wilshire Boulevard to Santa Monica Boulevard as a result of the proposed project. However, the proposed project was later

determined to have no significant impact at that location, as discussed in the TIA.

Maps showing the study intersections were presented to the public as part of the public presentation at four locations along the project corridor in November 2008, prior to the decision to prepare an Environmental Impact Report for this project. In response to a letter from the Comstock Hills Homeowners Association, the intersection of Comstock Avenue and Wilshire Boulevard was added to the study area. No comments were received at that time requesting inclusion of additional study intersections elsewhere, including in Brentwood or elsewhere on Sunset Boulevard.

Master Response No. 2: Determination of Lane Utilization

Master Response No. 2 responds to the comments submitted seeking clarification or questions regarding how lane utilization was determined. The lane utilization procedure was discussed on pages 21 and 25 of the TIA (Appendix B of the Draft EIR/EA). In order to determine the percentage of traffic utilizing each travel lane on Wilshire Boulevard, traffic count data was collected by observing Los Angeles Department of Transportation (LADOT) intersection traffic cameras along various segments of Wilshire Boulevard during typical weekdays (Tuesday, Wednesday, or Thursday) in October 2008. Traffic count data per approach lane was collected during a 30-minute timeframe in the evening peak period at the following intersections:

- Alvarado Street/Wilshire Boulevard;
- Vermont Avenue/Wilshire Boulevard;
- La Brea Avenue/Wilshire Boulevard;
- Veteran Avenue/Wilshire Boulevard; and
- Barrington Avenue/Wilshire Boulevard.

Utilizing the traffic volumes observed in each approach lane, a Lane Utilization Factor was calculated per Highway Capacity Manual (HCM) guidelines. Lane Utilization is a measure of how traffic is distributed per lane in multiple lane intersection approaches. The Lane Utilization Factor is a traffic analysis parameter that affects the calculation of the average vehicle delay at an intersection, because intersections with uneven utilization (i.e., longer queues in certain lanes) will experience greater delay than those with even lane utilization.

The same data that were used to calculate the Lane Utilization Factors were used to determine how much capacity would be removed from Wilshire Boulevard by the conversion of the curb lane to a bus lane. The traffic camera data were observed, and the volume of traffic in each lane was counted. For traffic in the curb lane, the volume making a right turn at an intersection was counted separately from the volume continuing through the intersection. Because right-turning vehicles will be permitted to use the bus lane during peak hours, the capacity of Wilshire Boulevard that will be removed by the implementation of the bus lane is the share of through traffic currently using

the curb lane. At the five intersections observed, the share of through traffic using the curb lane ranged from 15% to 25%.

Master Response No. 3: Development of Future Traffic Forecasts

Master Response No. 3 responds to the comments submitted seeking clarification or questions regarding the development of future traffic forecasts and the inclusion of development projects. The development of future traffic forecasts is described in detail on pages 24 and 25 of the TIA and in Section 4.1 of the Draft EIR/EA. Traffic volume forecasts for year 2012 and 2020 conditions (without project and with project scenarios) are based upon the results of the Southern California Association of Governments (SCAG) 2008 Regional Transportation Plan (RTP) travel demand model. The model was updated and refined specifically for use in this study. The model represents the existing and forecast population and employment in over 4,000 “traffic analysis zones” (TAZs) throughout Southern California. Based on these data and on data concerning the capacity and speed of the roadways in the region, the model predicts the volume of traffic traveling between every pair of zones, and the route it would take. The model was calibrated to 2008 conditions specifically for this project and then used to forecast travel characteristics and ridership for the analysis years of 2012 and 2020.

The model generally includes the total amount of expected population growth and development within each TAZ. It does not represent individual development projects but, instead, reflect the total amount of new housing, office, and commercial development that would be expected based on market trends and overall regional growth. In some cases, known large projects may be pending that would exceed the overall amount of development previously expected in a zone. In conjunction with LADOT, the TAZs in the project area were reviewed to identify any zones in which large projects were pending that would likely cause the total growth in a TAZ to exceed SCAG’s previous forecast. The five projects listed in Table 5-1 of the TIA were identified. The zones in and around Century City were carefully evaluated, and it was determined that the data in the SCAG model appropriately represented the expected growth, including known development projects.

Master Response No. 4: Differences Between this Project and the 2004-2007 Bus Lane Demonstration Project in West Los Angeles

Master Response No. 4 responds to the comments submitted seeking clarification or questions regarding the differences between this currently proposed project and the previous demonstration project implemented by LADOT in West Los Angeles. The demonstration project was markedly different from the proposed project in several important aspects. First, the demonstration project created adverse traffic impact along the segment of Wilshire Boulevard between Barrington Avenue and Federal Avenue due to the conversion of the eastbound mixed-flow curb lane into a bus lane. The loss of the mixed-flow lane created a significant traffic bottle neck and delays that extended back from Federal Avenue to Bundy Drive. In contrast, the proposed project would widen the south side of Wilshire Boulevard, between Barrington Avenue and Federal Avenue and install the proposed bus lane on the roadway gained from the widening. There would be no reduction in the

number of the existing mixed-flow lanes. Consequently, the adverse traffic impact of the demonstration project LADOT identified in the May 2005 report is expected to be eliminated by the proposed roadway widening.

Secondly, the proposed project would widen the south side of Wilshire Boulevard between Federal Avenue and Bonsall Avenue and restripe this segment of Wilshire Boulevard to add the proposed eastbound bus lane. There would be no loss of a mixed-flow lane along this segment.

Thirdly, the proposed project would lengthen the existing eastbound left-turn pocket on Wilshire Boulevard at Sepulveda Boulevard. It is anticipated that this improvement would significantly reduce the eastbound traffic congestion and delay along this segment of Wilshire Boulevard by eliminating the overflow of left-turning vehicles onto the adjoining eastbound lanes.

Lastly, the proposed project includes approximately nine miles of bus lanes versus the approximately one-mile demonstration project. According to FTA's Design and Operational Guidelines for Bus Lanes, the substantial increase in the project length should result in reductions in bus travel times significant enough to attract new riders to the system.

These street improvements were proposed as a result of the lessons learned from the bus lane demonstration project. Their implementation should eliminate or significantly reduce any traffic impacts in Brentwood related to the bus lanes.

Master Response No. 5: Access to Residential Buildings along Wilshire Boulevard between Comstock Avenue and Malcolm Avenue

Master Response No. 5 responds to the comments submitted seeking clarification or questions regarding the impacts of the proposed project on access to residential buildings along Wilshire Boulevard between Comstock Avenue and Malcolm Avenue. Access to residential buildings along Wilshire Boulevard between Comstock Avenue and Malcolm Avenue with implementation of the proposed project is described in detail on pages 82 and 83 of the TIA and in Section 4.1 of the Draft EIR/EA. Under the proposed project, the jut-outs would be removed between Comstock Avenue and Malcolm Avenue, and a new curb lane would be created that would be restricted to buses and right-turning vehicles during peak hours only. In this case, passenger and business loading would be prohibited from the curb lane during peak hours. The majority of the buildings in this area have on-site semi-circular driveways or porte-cochères that can be used for passenger vehicles, taxis, or small deliveries. Large moving vans that cannot be accommodated on-site would have to arrange loading and unloading during off-peak hours, as is done elsewhere in the City where on-street peak-period parking is prohibited.

However, in consideration of comments received during the public review of the Draft EIR/EA, LACMTA and LADOT are considering Alternative A (Truncated Project Without Jut-Out Removal) as the preferred alternative. Accordingly, LACMTA and LADOT staff are recommending adoption of this

alternative to the LACMTA Board, the Los Angeles City Council, and the Los Angeles County Board of Supervisors. This alternative would result in the retention of the jut-outs, and, as such, there would be no change to loading zones available to buildings in this area. Under Alternative A, buses would continue to be subject to the speed limit of the street on which they travel. Speed limits would continue to be set consistent with City of Los Angeles standards for safe operations, so that the safety of ingress and egress for the residential driveways on Wilshire Boulevard would not be affected. Vehicles turning into and out of driveways would be permitted to use the curb lane to transition into the through lanes.

Master Response No. 6: Removal of On-Street Parking

Master Response No. 6 responds to the comments submitted seeking clarification or questions regarding the impacts associated with the removal of on-street parking currently provided by the jut-outs along Wilshire Boulevard between Comstock Avenue and Malcolm Avenue. The removal of on-street parking with implementation of the proposed project is described in detail on pages 83 through 85 of the TIA and in Section 4.1 of the Draft EIR/EA. There are currently a total of 218 metered parking spaces on Wilshire Boulevard between Fairfax Avenue and Western Avenue, a distance of approximately three miles. Under both the proposed project and Alternative A, approximately 11 parking spaces within this area would be permanently removed to accommodate larger or relocated bus stops. The removed parking spaces would be spread throughout this segment of the proposed project, with no more than three spaces being removed on any single block. The removed parking spaces would have a small effect on parking supply during off-peak hours. During peak periods, parking is prohibited under current conditions, so the removal of these parking spaces would not affect parking supply at all.

Under the proposed project, the jut-outs would be removed between Malcolm Avenue and Comstock Avenue, and a new curb lane would be created that would be restricted to buses and right-turning vehicles during peak hours. In this case, approximately 85 existing on-street parking spaces on Wilshire Boulevard between Selby Avenue and Comstock Avenue would be removed during peak periods, 53 on the north side of the street and 32 on the south side. Parking supply during off-peak hours would not be reduced and, in fact, would likely be increased because the removal of the jut-outs would create room for additional on-street parking in the curb lanes.

As discussed in the TIA and in Section 4.1 of the Draft EIR/EA, as a result of the peak hour parking restrictions under the proposed project, guests of certain residents may be required to either park in spaces on adjacent streets within a preferential parking district or use off-street visitor parking spaces. CEQA, however, does not require an analysis of parking adequacy as part of a project's environmental review process. A project's potential impact on parking supply is considered a social impact, and an EIR needs to only address the secondary physical impacts that could be triggered by a social impact (CEQA Guidelines, section 15131(a)). In other words, the social inconvenience of having to search for parking spaces is not an environmental

impact; however, the secondary effect of a lack of parking on traffic and air quality may result in an environmental impact under CEQA. In this case, the potential secondary effects of searching for parking spaces that may result from the proposed project are too speculative to determine. First, an adequate supply of guest parking for those who can no longer park on Wilshire Boulevard in residential areas may be available on adjacent streets within a preferential parking district or in off-street parking lots of residential buildings. If such parking is available, air quality or traffic impacts associated with guest vehicles would be negligible. Even if such parking is not readily available when the proposed project is implemented, drivers would likely, in time, adjust their driving routes to find available parking, and the amount of resulting air pollution or traffic congestion associated with vehicles searching for scarce parking spaces is likely to be short-term and minimal. Further, if parking is not available, guests may choose to take public transportation instead of private vehicles, thus reducing air quality or traffic impacts associated with these vehicles. Regardless, it is impossible to determine with reasonable certainty whether secondary physical effects, if any, may result from the proposed project. Therefore, the removal or restriction of parking spaces on Wilshire Boulevard would not result in significant impacts on the environment.

Nevertheless, in consideration of comments received during the public review of the Draft EIR/EA, LACMTA and LADOT are considering Alternative A (Truncated Project Without Jut-Out Removal) as the preferred alternative. Accordingly, LACMTA and LADOT staff are recommending adoption of this alternative to the LACMTA Board, the Los Angeles City Council, and the Los Angeles County Board of Supervisors. This alternative would result in the retention of the jut-outs, and no changes to parking between Comstock Avenue and Malcolm Avenue would occur. Therefore, the proposed project would have no impact on parking supply in this area.

Master Response No. 7: Request to Include the Segment between Valencia Street and Park View Street in Alternative A

Master Response No. 7 responds to the comments submitted requesting to include the segment between Valencia Street and Park View Street in Alternative A. This segment of Wilshire Boulevard has two lanes in each direction and no median. The installation of bus lanes in each direction on Wilshire Boulevard in this area would require converting one mixed-flow lane, in each direction, into a bus lane, thereby leaving only one mixed-flow lane in each direction. It was concluded that leaving at least two mixed-flow lanes was important to allow passenger vehicle traffic to pass each other, as necessary.

Although Alternative A truncates the project at Park View Street, instead of Valencia Street, bus service and operation would continue as they currently exist. Bus stops between Valencia Street and Park View Avenue, including those at the intersection of Wilshire Boulevard and Alvarado Street, would be maintained and would continue to provide bus riders access to other modes of transportation.

Master Response No. 8: Request to Exclude the Segment between Comstock Avenue and Veteran Avenue from the Proposed Project

Master Response No. 8 responds to the comments submitted requesting the exclusion of the segment between Comstock Avenue and Veteran Avenue from the proposed project. In the 2002 Final EIR, LACMTA staff concluded that the bus lane was not required in the “Condo Canyon” area. However, more recent data collected by LACMTA and LADOT indicate that buses on this portion of Wilshire Boulevard do experience delay due to traffic congestion at Beverly Glen Boulevard and further west. As documented in the *Wilshire Bus Speed Improvement – Stage Two Analysis Memorandum* (Transportation Management & Design, Inc, February 2007), during the p.m. peak hour, buses experience 50 seconds of delay in the eastbound direction and 30 seconds of delay in the westbound direction; this memorandum has been added to Appendix B of the Draft EIR/EA. Two goals of the proposed project are to improve bus travel times and to improve service reliability. Including the “Condo Canyon” segment is critical to achieving these goals: bus travel time and reliability would be improved by reducing the variability in travel time caused by delays at signalized intersections in this segment.

Under both the proposed project and Alternative A, there would be no significant impacts at the study intersections on Wilshire Boulevard between Comstock and Glendon Avenues. As described in the Project Description (Chapter 2 of the Draft EIR/EA), under the proposed project, through much of this area, Wilshire Boulevard would be widened by the removal of the juts-outs to create an additional lane in which buses would travel. Thus, there would be no reduction in the capacity of Wilshire Boulevard to carry private automobiles in those areas. Metro Rapid Lines 720 and 920 would travel primarily in the bus lanes and would use the remaining lanes only as needed to pass a bus or other vehicle in the bus lanes.

Master Response No. 9: Applicability of the 2002 Final EIR or the 2001 Traffic Study to the Proposed Project

Master Response No. 9 responds to the comments referencing the findings of the 2002 Final EIR of the 2001 Traffic Study prepared for the Mid-City/Westside Transit Corridor Wilshire Bus Rapid Transit Project, which was a substantially different project than what is being proposed today. The project of 2002 extended from Wilshire Boulevard/Western Avenue to the City of Santa Monica city line and included such components as parking facilities at Wilshire Boulevard/La Brea Boulevard and Wilshire Boulevard/Crenshaw Boulevard; an expanded bus maintenance facility; and enhanced station areas, including landscaping, public art, and bicycle facilities. It also included new higher capacity bus transit vehicles that LACMTA has since implemented, which are not part of the currently proposed project. The project evaluated in 2002 also included peak period curbside bus lanes in the City of Beverly Hills and excluded the segment of Wilshire Boulevard between Selby Avenue and Comstock Avenue. The direction at that time was to proceed with a demonstration bus lane in West Los Angeles and then implement the full project if supported by the local jurisdictions. The City of Beverly Hills support was conditional upon support by the City of Los Angeles. In April 2007, the Los Angeles City Council

directed the Los Angeles Department of Transportation (LADOT) to work with LACMTA to implement peak period end-to-end bus lanes. They also directed LADOT to remove the peak period bus lanes between Barrington Avenue and Centinela Avenue and restore them in coordination with the implementation of end-to-end bus lanes.

The Wilshire BRT Project currently being evaluated includes the segment of Wilshire Boulevard between Veteran Avenue and Comstock Avenue and excludes the City of Beverly Hills at this time. Please see Master Response No. 8 regarding the exclusion of the segment of Wilshire Boulevard between Comstock Avenue and Veteran Avenue and Master Response No. 17 regarding the non-participation of the City of Beverly Hills. In addition, the current project includes widening the south side of Wilshire Boulevard between Barrington Avenue and Bonsall Avenue to add an eastbound bus lane, thereby resulting in no loss of a mixed-flow lane along this segment. The current project also proposes to lengthen the existing eastbound left-turn pocket on Wilshire Boulevard at Sepulveda Boulevard. It is anticipated that this improvement would significantly reduce the eastbound traffic congestion and delay along this segment by eliminating the over-flow of left-turning vehicles into the adjoining eastbound lanes.

In the eight years since the evaluation of the Mid-City/Westside Transit Corridor Wilshire Bus Rapid Transit (BRT) Project of 2002 was completed, traffic conditions and patterns may have changed and new developments may have occurred. Transit projects, such as the currently proposed project, should be evaluated using the most recent and accurate data. LADOT Traffic Study guidelines specify that traffic counts used for the study should be no more than two years old. Also, each study must be done using the best estimate of what the future will be. The 2002 study was done using a Base Year of 1998 and SCAG's RTP 1997 based projections for future growth. The current study was performed using a more recent Base Year of 2008 and RTP 2008 projections for future growth.

Master Response No. 10: Anticipated Shift of Riders from Automobiles to Public Transit

Master Response No. 10 responds to the comments submitted seeking clarification or questions regarding the anticipated shift of riders from automobiles to public transit. Based on the implementation of the Wilshire/Whittier Metro Rapid in June 2000, with bus travel times reduced by 29% and transit ridership up by as much as 40%, it is believed that further improvements in bus travel times and ridership can be made with the implementation of bus lanes along Wilshire Boulevard. A before-and-after passenger survey conducted in September 2000 on the Wilshire/Whittier Metro Rapid found that 20% of the riders surveyed either did not make this trip previously or used a non-transit mode. In an independent Metro Rapid Market Assessment (June 2004) prepared for the California Department of Transportation by TDA, Incorporated and Ryan Snyder Associates, passenger surveys showed that Metro Rapid had succeeded in attracting new riders. Two of the factors most appealing to new riders were the shorter trip times and greater reliability. Of these new riders, twice as many of them had access to automobiles as previous riders. The study concluded that Metro Rapid

appeared to appeal to riders who could have made the trip by car. One of the key goals of the proposed project is to improve overall service reliability. When people not only get a faster ride but can rely on that same fast ride consistently, more people will be encouraged to take public transit. Bus lanes make transit usage more attractive by reducing transit travel times, increasing service reliability, and improving safety. Based on the travel time improvements and associated ridership increases experienced with the Metro Rapid Program to date, transit ridership along the Wilshire corridor is anticipated to increase between 15% and 20%.

Master Response No. 11: Removal of Street Trees

Master Response No. 11 responds to the comments submitted expressing opposition to the removal of street trees along Wilshire Boulevard in the Westwood area. The project, as currently proposed, would result in the removal of the jut-outs between Comstock Avenue and Malcolm Avenue. Mitigation Measure A-1 states that, wherever feasible, trees within the existing jut-outs and median be preserved or relocated and incorporated into the landscape plan where space permits. Most of this segment of Wilshire Boulevard after the removal of the jut-outs would maintain a narrow parkway similar to what currently exists in areas where there are no jut-outs. LACMTA would maximize the use of the parkway to incorporate replacement trees to minimize the effects of tree removal associated with the jut-out removal.

However, in consideration of comments received during the public review of the Draft EIR/EA, LACMTA and LADOT are considering Alternative A (Truncated Project Without Jut-Out Removal) as the preferred alternative. Accordingly, LACMTA and LADOT staff are recommending adoption of this alternative to the LACMTA Board, the Los Angeles City Council, and the Los Angeles County Board of Supervisors. This alternative would result in the retention of the jut-outs and, as such, would not result in the removal of the mature trees along this segment of Wilshire Boulevard.

Master Response No. 12: Bus Speeds between Comstock Avenue and Westwood Boulevard

Master Response No. 12 responds to the comments submitted seeking clarification or questions regarding the bus speeds between Comstock Avenue and Westwood Avenue. Metro Rapid Line 720 has an average peak period speed of approximately 16.5 mph within this segment. This average is well below the posted speed limit of 35 mph. Therefore, buses are experiencing delay within this area. The implementation of bus lanes on Wilshire Boulevard would not only help reduce bus travel times but, more importantly, the improved travel times would remain relatively constant over time due to the bus lanes' separation from mixed-flow traffic. The bus lanes would also benefit Local Line 20, which currently operates 29% slower (on average) than the Metro Rapid Line 720 during peak hours.

In consideration of comments received during the public review of the Draft EIR/EA, LACMTA and LADOT are considering Alternative A (Truncated Project Without Jut-Out Removal) as the preferred alternative. Accordingly,

LACMTA and LADOT staff are recommending adoption of this alternative to the LACMTA Board, the Los Angeles City Council, and the Los Angeles County Board of Supervisors. This alternative would result in the retention of the jut-outs. Bus lanes are a key component of Bus Rapid Transit and would help improve passenger travel times through this segment, reduce delay at intersections for the buses, and improve service reliability for both the Metro Rapid and local Wilshire service.

Master Response No. 13: Cut-Through Traffic in Adjacent Residential Areas

Master Response No. 13 responds to the comments submitted seeking clarification or questions regarding the impacts of the proposed project on adjacent residential areas as a result of cut-through traffic. The Draft EIR/EA and the TIA analyzed potential residential street impacts. Because all study intersections on Wilshire Boulevard in the area between Comstock and Glendon Avenues are expected to continue to operate at Level of Service D, there is little reason to expect that traffic would use parallel residential streets as an alternative to Wilshire Boulevard.

Master Response No. 14: Pedestrian Safety

Master Response No. 14 responds to the comments submitted seeking clarification or questions regarding the impacts of the proposed project on pedestrian safety due to increased bus speeds. The safety of pedestrians crossing Wilshire Boulevard at Comstock Avenue and at Beverly Glen Boulevard would not be jeopardized, as the traffic signals at these locations would continue to provide pedestrian crossing time consistent with City of Los Angeles standards. The safety of cyclists would not be reduced, as lane widths would be no less than they are under existing conditions. Buses and other vehicles should continue to pass cyclists only when it is safe to do so. Bus speeds would not pose a danger, as buses would continue to be subject to the speed limit of the street on which they travel. Speed limits would continue to be set consistent with City of Los Angeles standards for safe operations.

Master Response No. 15: Impacts of Bus Speeds on Churches and Schools

Master Response No. 15 responds to the comments submitted seeking questions regarding the impacts of the proposed project on churches and schools along Wilshire Boulevard as a result of increased bus speeds. Bus speeds would not pose a danger to churches, schools, and other sensitive uses along Wilshire Boulevard as buses would continue to be subject to the speed limit of the street on which they travel. Speed limits would continue to be set consistent with City of Los Angeles standards for safe operations. Under the proposed project, schools and day-care facilities in the jut-out area that may currently utilize the public right-of-way for vehicular queuing during peak hours would have to accommodate queuing for student drop-off and pick-up on-site. The City generally does not permit such facilities to use the public rights-of-way for queuing. Under Alternative A, the jut-outs would remain where they currently exist, and there would be no change to the drop-off areas available to facilities in this area.

Master Response No. 16: Reducing the Number of Mixed-Flow Lanes Creating Backups from Beverly Hills to Comstock Avenue

Master Response No. 16 responds to the comments submitted seeking clarification or questions regarding traffic flow from Beverly Hills and the impacts of reducing the number of mixed-flow lanes that would create backups from Beverly Hills to Comstock Avenue. Westbound traffic on Santa Monica Boulevard coming out of Beverly Hills moves from a segment with two lanes in each direction (in Beverly Hills) to one with three lanes in each direction (in Los Angeles). Traffic flow generally improves at this point, and there is little motivation for these drivers to seek alternative routes through the residential neighborhoods to the north. On Wilshire Boulevard, the transition from three lanes to two lanes in the westbound direction would take place through the Los Angeles Country Club, prior to Comstock Avenue. Under the proposed project, the jut-outs would be removed between Malcolm Avenue and Comstock Avenue, and a new curb lane would be created that would be restricted to buses and right-turning vehicles during peak hours. In this case, there would be the addition of a westbound lane at Comstock Avenue, so there would also be no motivation for traffic to divert onto Comstock Avenue. However, in consideration of comments received during the public review of the Draft EIR/EA, LACMTA and LADOT are considering Alternative A (Truncated Project Without Jut-Out Removal) as the preferred alternative. Accordingly, LACMTA and LADOT staff are recommending adoption of this alternative to the LACMTA Board, the Los Angeles City Council, and the Los Angeles County Board of Supervisors. This alternative would result in the retention of the jut-outs, and Wilshire Boulevard would have two lanes in each direction available to automobile traffic through the "Condo Canyon" area. In this case, there would be no reduction in the number of mixed-flow lanes commencing at Comstock Avenue, so there would be no motivation for traffic to divert onto Comstock Avenue.

Master Response No. 17: Non-Participation by the Cities of Beverly Hills and Santa Monica

Master Response No. 17 responds to the comments submitted questioning the non-participation of the Cities of Beverly Hills and Santa Monica in the implementation of the proposed project. The two cities of Beverly Hills and Santa Monica did not refuse to participate in the Wilshire BRT Project. LACMTA did not have a commitment from the City of Beverly Hills at the time the Federal Very Small Starts application for the project was due. In addition, the City of Beverly Hills has always taken a "wait and see" approach. When transit signal priority was first implemented on the Wilshire/Whittier Metro Rapid in June 2000, the City of Beverly Hills chose to wait and see how it worked first in the City of Los Angeles before committing. The City of Beverly Hills now has transit signal priority along each of the Metro Rapid lines operating within their city. Bus lane discussions with the City of Beverly Hills have taken place and will continue. However, they are not a part of this particular project at this time. The City of Santa Monica was not included as part of this project because it includes the tail end of the corridor (approximately 2.5 miles), where passenger demand drops off.

Master Response No. 18: Increased Noise and Vibration Impacts from Buses Running Closer to Residential Structures

Master Response No. 18 responds to the comments submitted seeking clarification or questions regarding the noise and vibration impacts of the proposed project on residential structures upon removal of the jut-outs along Wilshire Boulevard between Comstock Avenue and Malcolm Avenue. In response to comments received on the Draft EIR/EA, additional noise modeling was conducted to determine the increase in noise levels associated with the removal of the jut-outs between Comstock Avenue and Malcolm Avenue in Westwood. The analysis in the Draft EIR/EA assumed an average source/receiver distance of 30 feet (curb to receptor); the additional analysis assumed an average source/receiver distance of 18 feet, which represents the worst-case scenario since most of the residential buildings would remain set back from Wilshire Boulevard even with the jut-out removal. The results of the modeling indicate that the difference in noise levels at the receiver located approximately 18 feet from the curb would be about 0.2 dB, which would not be an audible change in overall traffic noise levels. The overall change in hourly and daily average noise levels would be very small because bus pass-bys only constitute a portion of the overall traffic noise.

However, in consideration of comments received during the public review of the Draft EIR/EA, LACMTA and LADOT are considering Alternative A (Truncated Project Without Jut-Out Removal) as the preferred alternative. Accordingly, LACMTA and LADOT staff are recommending adoption of this alternative to the LACMTA Board, the Los Angeles City Council, and the Los Angeles County Board of Supervisors. This alternative would result in the retention of the jut-outs and, as such, would not result in a perceptible change in overall traffic noise and vibration levels.

3.1 Written Comments

The written comments have been arranged in alphabetical order by commenter. Each letter is identified by a number, and each relevant comment within the letter is also assigned a number. The responses to each of these comments follow each comment letter and are numbered correspondingly (i.e., response to the first comment in Letter 1 is numbered Response to Comment No. 1-1, response to the second comment in Letter 1 is Response to Comment No. 1-2, etc.).

Wilshire Bus Rapid Transit Project



COMMENT FORM

FORMULARIO PARA COMENTARIOS

Name/Nombre: <i>Charles A Adelman</i>	
Organization/Organización	
Address/Dirección: <i>6146 Eleanor Ave #107 Los Angeles CA 90038</i>	
Telephone/Teléfono: <i>(323)460-6982</i>	Fax:
Email:	

Comments/Comentarios:

1) While it is certainly true that the curbside lane of Wilshire Blvd desperately needs reconstruction, this is a street maintenance issue, not a transit issue. This project should be paid for with Street and Highway funds (which make up 80% of Federal Transportation funding), not our Limited Transit funds. Every transit dollar spent fixing Wilshire Blvd, is one less dollar available for projects that will increase transit capacity.

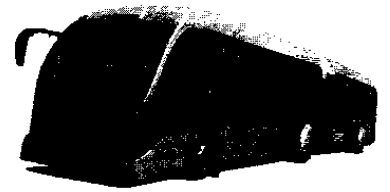
2) This project can not accomplish its stated goal of increasing transit usage along the Wilshire Corridor. Line 720 Rapid buses currently operate at or near peak capacity during both morning and evening "Rush hours". This project does

Return comment form to by July 26, 2010:

Martha Butler, Project Manager; Metro, MS 99-23-1; One Gateway Plaza, Los Angeles, CA 90012

Favor de regresar formulario a:

Wilshire Bus Rapid Transit Project



not increase transit capacity along this corridor. Ridership will therefore continue to be constrained by lack of capacity,

3) Removal of the "jutouts" on Wilshire Blvd between Malcomb and Comstock is totally unnecessary. This stretch of Wilshire is already quite wide and is rarely if ever congested. Line 720 buses already make good time here and will be unaffected by creation of a bus only lane,

4) Wilshire Blvd is currently served by both local buses (Line 20), stopping every 2 or 3 blocks, and limited stop "Rapid" buses (Line 720), stopping every 1/2 mile to 1 mile. Rapid buses can only be rapid, if they can get past local buses at local only stops.

~~The~~ The restriction of auto/truck traffic to the middle and left lanes during peak traffic periods will greatly reduce the ability of Rapid buses to pass locals. Thus, while local buses will experience greatly improved travel times, rapid buses may see any time savings from lack of traffic offset by delays caused by locals stopped in their path.

5) The stated objective of this project is to reduce traffic congestion along this corridor; The only significant and unavoidable negative impact is increased congestion. Therefore, this project fails on its face. It should be cancelled. (see Logic 101)

COMMENT LETTER NO. 1

Adelman, Charles

Response to Comment No. 1-1

Areas of Wilshire Boulevard have deteriorated to the point that many buses and vehicles avoid traveling in the curb lanes within these segments because of the poor and uneven pavement conditions. The reconstruction/repaving of curb lanes along segments of Wilshire Boulevard would allow both transit vehicles and motorists a more comfortable and safer ride. It would have a very important benefit to transit as the improvements would help keep buses moving along the corridor without the need to slow down significantly for large potholes, improve safety by reducing the need for buses to change lanes, avoid damage to transit vehicles, and provide our customers with a much more pleasant transit experience. The reconstruction/repaving of the curb lanes would also mean the curb lanes would be better utilized. This improvement, in combination with the other project improvements, would assure the corridor's immediate and long-term success as a major bus transit facility.

As a public street, Wilshire Boulevard would be maintained by the City of Los Angeles Department of Public Works using any funds that are available. As a street with a federal designation, it is eligible for many state, federal, and local funds, as well as the City's general fund.

Response to Comment No. 1-2

Buses are scheduled on every corridor, including Wilshire Boulevard, to meet passenger demand. The implementation of bus lanes on Wilshire Boulevard would not only help reduce passenger travel times, but, most importantly, the improved travel times would remain relatively constant over time due to the separation of the bus lanes from mixed-flow traffic. These improved travel times and consistencies would allow for improved operating efficiency and the ability to provide more trips without the need to increase the existing fleet size.

Response to Comment No. 1-3

Please refer to Master Response No. 12 regarding the bus speeds between Comstock Avenue and Westwood Avenue.

Response to Comment No. 1-4

Both Metro Rapid and local buses would primarily operate in the bus lanes during peak hours. However, Metro Rapid buses would be permitted to use the other lanes to pass local buses. A review of bus schedules found that most Metro Rapid buses pass only a few local buses in the area in which the bus lanes would be implemented. Although these lanes may have a slightly higher density of passenger vehicles than under existing conditions, it is expected that Metro Rapid buses would be able to access those lanes, as needed, to pass local buses.

Response to Comment No. 1-5

One of the goals of the project is to “improve traffic flow along Wilshire Boulevard.” The proposed project includes the reconstruction of the curb lanes for a substantial portion of the corridor. With implementation of the proposed project, buses would be instructed to use the curb lanes except to pass. Currently, buses use all of the lanes. By concentrating the buses in the curb lanes during peak hours, traffic flow would be improved because buses would not make as many lane changes that are disruptive to the overall flow of traffic. The proposed project also includes upgrades to the existing transit signal priority on Wilshire Boulevard. These upgrades would extend the green indication for all vehicles on Wilshire Boulevard when a bus approaches an intersection, resulting in fewer stops by buses that impede traffic flow. The proposed project also includes widening Wilshire Boulevard between Barrington Avenue and Bonsall Avenue to create a new eastbound bus lane. This additional capacity would improve traffic flow in this area. The proposed project would also lengthen the left-turn pocket at Sepulveda Boulevard for traffic making a left-turn from eastbound Wilshire Boulevard to northbound Sepulveda Boulevard. Currently, that traffic often blocks one of the through lanes. By eliminating this spillover from the left-turn pocket, the proposed project would improve traffic flow.

In addition, the Draft EIR/EA acknowledged that the proposed project would result in unacceptable levels of service and exceed local criteria for determining traffic impacts as a result of increased delays at 18 of 74 studied intersections in 2012 and 19 of 74 intersections in 2020. Most of the delays would be 15 seconds or less, but because the intersections are already operating at unacceptable levels of service, the established local threshold is very low and triggers a significant local impact resulting from delays as low as 2.5 seconds. The proposed project would include Mitigation Measure T-1 to reduce or avoid these impacts. After mitigation, significant and unavoidable impacts would remain at 8 of 74 intersections in 2012 and 9 of 74 intersections in 2020. However, delays of over 15 seconds would occur at only 3 of the 74 intersections in 2012 and at only 2 of 74 intersections in 2020.

Beyond the Wilshire corridor, the proposed project would be expected to result in a beneficial effect on traffic in the metropolitan Los Angeles, particularly within the Mid-City and Westside areas through the increased efficiency and public utilization of the Wilshire BRT system.

LETTER 2

From: feedback@metro.net
Sent: Monday, July 19, 2010 4:43 PM
To: WilshireBRT
Subject: [Metro.net] customer comment

Comment from

First Name: Rich
Last Name: Alossi
Email: alossix@gmail.com
Phone: 213-235-7968
URL:

I work on the Wilshire Corridor and would heartily support the Wilshire BRT project. I'd also use it daily. 1

**COMMENT LETTER NO. 2
Alossi, Rich**

Response to Comment No. 2-1

This commenter supports the proposed project; the comment has been noted and will be forwarded to the decision makers for their consideration.

LETTER 3

From: Rodolfo Alvarez [alvarez@soc.ucla.edu]
Sent: Wednesday, July 21, 2010 1:19 PM
To: WilshireBRT
Subject: Build Terminal ASAP

What is delay in starting construction of subway-light rail-bus terminal at the old Sears Tire Center, Fourth & Colorado, in Santa Monica? Construction should start ASAP, as much for moving people back and forth between residence and employment as for stimulating the local economic recovery. | 1

**COMMENT LETTER NO. 3
Alvarez, Rodolfo**

Response to Comment No. 3-1

This comment is related to the Exposition Light Rail Project and the Westside Subway Extension Project and is not relevant to the Wilshire BRT project. As this comment does not state a concern or a question regarding the adequacy of the analysis in the Draft EIR/EA, no further response is warranted. However, the comment will be forwarded to the decision makers for their review and consideration.

LETTER 4

From: Michele Appel [micheleappel@gmail.com]
Sent: Wednesday, July 14, 2010 2:39 AM
To: WilshireBRT
Subject: EIR, Alternative A, and Wilshire Bus-Only

To whom it may concern,

I am an Angeleno who rides a bicycle as my main form of transportation. I am encouraged by recent measures to improve the quality of life in Los Angeles by facilitating healthier transportation infrastructure. I would like to show my support here specifically for:

1. The findings of the draft EIR.
2. I urge MTA and LA City Council to adopt the "**Alternative A**" **proposal with one minor amendment**. Amend the proposal to include Valencia to Parkview St. segments in the project where the Westlake/Alvarado community resides.

And,

3. I support the expedient implementation of the Wilshire Bus-Only Lanes Project.

Thank you for taking the time to read my comments and for all the work you do on our behalf.

Sincerely,

Michele Appel

**COMMENT LETTER NO. 4
Appel, Michele**

Response to Comment No. 4-1

This commenter supports the proposed project and urges adoption of Alternative A with the inclusion of the segment between Valencia Street and Park View Street; the comment has been noted and will be forwarded to the decision makers for their consideration.

Please refer to Master Response No. 7 regarding the request to include the segment between Valencia Street and Park View Street in Alternative A.

LETTER 5

From: feedback@metro.net
Sent: Friday, July 16, 2010 10:37 AM
To: WilshireBRT
Subject: [Metro.net] customer comment

Comment from

First Name: Elena
Last Name: Astilleros
Email: elena.astilleros@gmail.com
Phone: (213) 631-0306
URL:

Hi!

I'm always a HUGE supporter of public transportation and creative solutions to transportation.

We all know how important getting people around the city of Los Angeles is, and also how important reducing pollution and leaving a more sustainable footprint on our world. So, thank you for working on one of the most influential public transit agencies in the world.

Now, going down to business.

I support the findings of the draft EIR as well as the adoption of alternative A, with the modification the BRU has proposed.

I truly support the immediate action of making the bus only lanes real.

Again, back to the environment - I don't think I need to bang you too much over the head saying our current world situation requires urgent changes, so, instead, I'll say this: I'm EXCITED. I'm excited to see that there are real simple solutions that we can act upon almost immediately. These solutions do not require intense investment to build something *else* but instead take what we have and make it more sustainable.

I'm excited that a bus only lane on wilshire is just the start!

I'm excited that this is a truly possible way we could have public transit throughout the city.

I'm excited that if this takes off, you would consider implementing bus only lanes around the city.

I'm excited that being on the bus puts you face to face with many more people.

I'm excited because people who take buses do not get road rage.

I'm excited because its easier to smile at a person who is next to you.

I'm excited because public transportation is easier.

I'm excited because we could really do something cool that all the bloggers would write cool ironic posts about.

I'm excited cus those bloggers would be riding the bus while writing their cool ironic posts. But most of all.

I'm excited because its real, its here and its now.

We can do something for the environment.

We can reduce our dependence on oil.

We can reduce our time spent in the isolation in a car.

We can increase the time spent in a book or reading the newspaper or in conversation with the person next to us.

It would be great to see it implemented soon on Wilshire.

Thank you!

Elena Astilleros

**COMMENT LETTER NO. 5
Astilleros, Elena**

Response to Comment No. 5-1

This commenter supports the proposed project and urges adoption of Alternative A with the inclusion of the segment between Valencia Street and Park View Street; the comment has been noted and will be forwarded to the decision makers for their consideration.

Please refer to Master Response No. 7 regarding the request to include the segment between Valencia Street and Park View Street in Alternative A.

LETTER 6

Subject: Wilshire BRT lane

Date: Saturday, July 10, 2010 10:26 PM

From: Jonathan Astmann <jonastmann@gmail.com>

To: Wilshire BRT wilshirebrt@metro.net

I am a Los Angeles resident and I am writing about a matter of great importance and urgency to me. I support the proposed creation of dedicated bus lanes on Wilshire Boulevard.

1. I support the findings of the draft EIR.
2. I urge MTA and LA City Council to adopt the **"Alternative A" proposal with one minor amendment**. Amend the proposal to include Valencia to Parkview St. segments in the project where the Westlake/Alvarado community resides.
3. I support the expedient implementation of the Wilshire Bus-Only Lanes Project.

The City of Los Angeles must improve its public and alternative transportation options. This is the most effective weapon the City of Los Angeles has against its urgent traffic problems. Maintaining the current status quo would be short-sighted. The city of Curitiba, Brazil proves that bus rapid transit is a cost effective way to achieve remarkably rapid transportation.

I also support the use of the proposed Wilshire BRT lane for bicyclists as well. Los Angeles is relatively flat and its climate is relatively mild. If it builds a network of bicycle lanes, those lanes will be used. I am a high-mileage bicycle rider. For example, I bicycle ten miles between my job downtown and my home in Pico-Robertson. So I speak from experience. As we all know, Los Angeles is a relatively uncomfortable city in which to bicycle commute in due to its "zoomy" streets and high traffic volume. The exception is dedicated bicycle lanes, which are a pleasure to ride in. Here I must make an important designation. Simply designating a road as a bicycle route -- for example with "bicycle route" signs -- does very little to change the bicyclist's experience. Dedicated lanes are vastly better.

There is no single continuous bicycle lane between downtown and the west side. My commute gives me anxiety and is constantly dangerous except for the brief portion that coincides with the Venice Blvd bicycle lane. However, like so many other bicycle lanes in Los Angeles, the Venice Blvd lane inexplicably ends, in this particular case at Crenshaw Blvd. The city's bicycle lanes are short stubs scattered through the city. However they should be long, strait and interconnecting. They are apparently designed for leisurely rides within one's neighborhood. However they should be designed for actually getting around the city.

The fact that there is no bicycle lane between downtown and the west side is an exasperating example of the City of Los Angeles' relatively weak provision for public and alternative transportation. It is especially shameful when contrasted against the numerous bicycle lanes in the City of Santa Monica. The City of Los Angeles so desperately needs a contiguous bicycle lane between downtown and the West Side. I don't care if it's on Third Street, Wilshire Blvd, Olympic Blvd, Pico Blvd, Venice Blvd or Washington Blvd. It must be built. And now we finally have the opportunity in the Wilshire BRT lane! This opportunity must **NOT** be squandered. Bicycles must be allowed in the Wilshire BRT lane, so long as they yield to buses.

Sincerely,

Jonathan Astmann

UCLA Anderson MBA Class of 2011

1142 S Sherbourne Dr #1

Los Angeles, CA 90035

COMMENT LETTER NO. 6
Astmann, Jonathan

Response to Comment No. 6-1

This commenter supports the proposed project and urges adoption of Alternative A with the inclusion of the segment between Valencia Street and Park View Street; the comment has been noted and will be forwarded to the decision makers for their consideration.

Please refer to Master Response No. 7 regarding the request to include the segment between Valencia Street and Park View Street in Alternative A.

Response to Comment No. 6-2

Comment noted; bicycles would be allowed to operate in the bus lanes.



Automobile Club of Southern California

AAA.com

July 26, 2010

Ms. Martha Butler
 Metro
 1 Gateway Plaza, 99-23-1
 Los Angeles, CA 90012

Subject: Comments on the Draft EIR/EA for Wilshire BRT Project

Dear Ms. Butler:

Thank you for the opportunity to review the draft EIR/EA for the proposed Wilshire Bus Rapid Transit (BRT) project. For more than a century, the Automobile Club of Southern California (AAA) has been advocating for projects and programs that improve traffic safety and mobility in our region. We believe that effective and efficient transit projects are needed to reduce congestion in our highway system and to improve quality of life. Such projects shall be prioritized and implemented based on their performance and their contributions to improve the overall corridor mobility where they are implemented.

We would like to request that as part of the technical analysis for the EIR/EA for the Wilshire BRT, you provide the **following specific information for ALL of the project alternatives (including the No Project Alternative) and for ALL horizon years** evaluated in the draft EIR/EA, to further facilitate a final decision regarding the effectiveness of this project:

1. Total number of people traveling the Wilshire corridor within the project limits using privately owned vehicles (applying reliable average vehicle ridership – AVR), and the estimated travel time for them during the commute periods identified in the draft EIR/EA
2. Total number of people traveling the Wilshire corridor within the project limits using the proposed BRT vehicles, and the estimated travel time for them during the commute periods identified in the draft EIR/EA

We believe that these data are needed to reliably evaluate the effectiveness of the proposed BRT project in improving the overall corridor mobility for Wilshire Boulevard within the proposed project limits.

We are looking forward to receiving this information from you as you finalize the draft EIR/EA for the proposed Wilshire BRT project.

Sincerely,

Hamid Bahadori, PE, TE, PTOE
 Principal Transportation Engineer

Providing service to more than 10 million members

Headquarters: 2601 S. Figueroa, Los Angeles, CA 90007-3254 Administrative Offices: P.O. Box 25001, Santa Ana, CA 92799-5001



COMMENT LETTER NO. 7
Bahadori, Hamid, PE, TE, PTOE
Principal Transportation Engineer
Automobile Club of Southern California

Response to Comment No. 7-1

This commenter supports efficient projects; the comment has been noted and will be forwarded to the decision makers for their consideration.

Response to Comment No. 7-2

In consideration of comments received during the public review of the Draft EIR/EA, LACMTA and LADOT are considering Alternative A (Truncated Project Without Jut-Out Removal) as the preferred alternative. Accordingly, LACMTA and LADOT staff are recommending adoption of this alternative to the LACMTA Board, the Los Angeles City Council, and the Los Angeles County Board of Supervisors. Currently, there are approximately 5,040 daily boardings and 4,894 daily alightings on Metro Rapid line 720 along Wilshire Boulevard between Park View Street and Centinela Avenue during the a.m. peak hours. There are also approximately 6,562 daily boardings and 6,911 daily alightings during the p.m. peak hours. These numbers reflect the amount of activity on Wilshire Boulevard within the project limits and hours of the proposed bus lanes and do not include those bus passengers traveling through the project limits who would also benefit from the bus lanes. In addition, Local Line 20 and Santa Monica Big Blue Bus would benefit from using the bus lanes. Local Line 20 has approximately 2,535 daily boardings and 2,418 daily alightings within the project limits during the a.m. peak hours. There are also approximately 4,037 daily boardings and 4,250 daily alightings in this same segment during the p.m. peak hours.

Currently, it can take buses approximately 48 to 52 minutes on Metro Rapid Line 720 to travel within the project limits in the a.m. peak. It can take approximately 48 to 65 minutes during the p.m. peak. Not only would the bus lanes help improve bus travel times but, more importantly, service reliability would be improved as well since travel times would remain relatively constant over time due to the bus lanes' separation from mixed-flow traffic. The bus lanes would also benefit Local Line 20, which operates 29% slower (on average) than the Metro Rapid Line 720 during peak hours.

LETTER 8

From: Joanna Baker [josuperstar@gmail.com]
Sent: Wednesday, July 21, 2010 8:49 PM
To: WilshireBRT
Subject: Wilshire BRT

To Whom It May Concern;

My opinion is that this project will be a complete waste of time, money, and resources. Devoting all of this to a bus route that will probably only be a few minutes faster than it is now seems crazy. I think all of the resources of the Metro should be going to building the subway to the westside and to creating future subway lines that are free and clear of traffic and that can have predictable transit times. The rest of the projects are just short term attempts to make it look like things are getting better. It's time to focus on the long term and to really create a good public transit system in Los Angeles.

Thank you,
Joanna Baker

COMMENT LETTER NO. 8

Baker, Joana

Response to Comment No. 8-1

This commenter opposes the proposed project; the comment has been noted. As this comment does not state a concern or a question regarding the adequacy of the analysis in the Draft EIR/EA, no further response is warranted. However, the comment will be forwarded to the decision makers for their review and consideration.

LETTER 9

Fname

David

LName

Barboza

Org

Email Address

dbarboza@usc.edu

Date

Jun 14, 2010

Format

email

File Name

barboza.David.061410

Summary

Supports the project. Would like to see Wilshire Boulevard repaved.

Comment

I am writing to express my **STRONG SUPPORT** for the Wilshire BRT project. It is about time we took major transit corridors like Wilshire and prioritized them for the use of buses. If we're serious about beating LA's car addiction we'll need this and more projects like it ASAP. There may be some delay for single occupancy vehicles and loss of on-street parking, but in the grand scheme of things that's a **SMALL PRICE TO PAY** for such a tremendous upgrade to the transit service along Wilshire. We need BRT, we need Wilshire to be re-paved for a smooth ride, and we need the subway! Keep going with this! Green transportation should have priority!

1

**COMMENT LETTER NO. 9
Barboza, David**

Response to Comment No. 9-1

This commenter supports the proposed project; the comment has been noted and will be forwarded to the decision makers for their consideration.

LETTER 10

From: feedback@metro.net
Sent: Monday, July 26, 2010 11:24 AM
To: WilshireBRT
Subject: [Metro.net] customer comment

Comment from

First Name: David
Last Name: Barboza
Email: dejaybe@gmail.com
Phone:
URL:

I am writing to support the concept of bus only lanes on Wilshire. This is a bold idea whose time has come. You'll doubtless get some push-back on this, but hold firm as best you can.

To really make transit work, we can't be squeamish about taking space away from cars sometimes.

Congratulations on your accomplishments thus far, and good luck!

**COMMENT LETTER NO. 10
Barboza, David**

Response to Comment No. 10-1

This commenter supports the proposed project; the comment has been noted and will be forwarded to the decision makers for their consideration.

LETTER 11

Fname

Ian

LName

Barnard

Org

Email Address

ibarnard@sbcglobal.net

Date

Jun 20, 2010

Format

email

File Name

barnard.ian.062010

Summary

Supports the project. Would like to see Wilshire Boulevard repaved..

Comment

The proposed dedicated bus lane is an excellent idea. I just wish this dedicated bus lane would run the complete length of Wilshire Blvd., and would be in effect 24 hours a day. Given the world environmental crisis, it's crucial that Los Angeles takes a leadership role in encouraging and facilitating the use of clean, efficient public transportation. The dedicated bus lane would make bus travel along Wilshire Blvd. more efficient, and might even encourage automobile drivers to take the bus when these drivers are stuck in traffic alongside buses moving quickly through the dedicated lane. Hopefully the city of Beverly Hills will also see the benefits of the proposed lane, and will agree to the expansion of the project across the entire length of Wilshire Blvd.

1

**COMMENT LETTER NO. 11
Barnard, Ian**

Response to Comment No. 11-1

This commenter supports the proposed project; the comment has been noted and will be forwarded to the decision makers for their consideration.

Please refer to Master Response No. 17 regarding the non-participation of the Cities of Beverly Hills and Santa Monica.

LETTER 12

From: Lynne Binder [lbinder@prula.com]
Sent: Tuesday, July 20, 2010 8:32 AM
To: WilshireBRT
Subject: BRT

We favor "No Project" for Wilshire BRT from Comstock Ave. to Glendon Ave.
Traffic moves just fine in that area and your proposal would only make it dangerous and clog up traffic.
The Binders
10360 Rochester Ave.
LA 90024

**COMMENT LETTER NO. 12
Binder, Lynne**

Response to Comment No. 12-1

This commenter opposes the proposed project; the comment has been noted. As this comment does not state a concern or a question regarding the adequacy of the analysis in the Draft EIR/EA, no further response is warranted. However, the comment will be forwarded to the decision makers for their review and consideration.

LETTER 13

From: Constance Boukidis [constanceellen@sbcglobal.net]
Sent: Tuesday, July 20, 2010 6:29 PM
To: WilshireBRT
Cc: jreichmann@comstockhills.com
Subject: Wilshire BRT DEIR Comments
Attachments: 2001Wilshire Blvd EIR.pdf

Wilshire Bus Rapid Transit (BRT) DEIR Comments July 20, 2010

To: Martha Butler, Project Manager LA County Metropolitan Transportation Authority

From: Constance Boukidis

1545 Ensley Avenue

Los Angeles, Ca. 90024

constanceellen@sbcglobal.net

As a lifelong Westwood resident, with respect to dedicated bus lanes on Wilshire Boulevard during peak traffic hours, I support **NO PROJECT between Comstock and Glendon Avenues (the ONLY residential corridor in proposed BRT project)** for the following reasons:

1. WESTWOOD RESIDENTS ON WILSHIRE BOULEVARD AND IN ADJACENT NEIGHBORHOODS HAVE REPEATEDLY VOICED THEIR OPPOSITION TO BRT PROJECT BETWEEN COMSTOCK AND GLENDON: In the 2001 Final EIR re Wilshire BRT Project Executive Summary (2001 FEIR), the MTA Board repeatedly took the position that "any dedicated bus lanes should not be implemented as a component of the project unless approved by the local City or County jurisdiction." See Pages 1, 3, 9, 16, and 17, 2001 Wilshire Blvd EIR attached above. Local Westwood residents have voiced their disapproval of the implementation of dedicated bus lanes between Comstock and Glendon Avenues, therefore **NO PROJECT** in this segment. 1

2. IF IT AIN'T BROKE, DON'T FIX IT - CONDO CANYON ALREADY HAS FASTEST TRAVELTIMES ALONG ENTIRE WILSHIRE CORRIDOR: "The area between the city of Beverly Hills, the Los Angeles Country Club and Westwood Boulevard, commonly referred to as 'Condo Canyon,' have the fastest travel times of any segment along the [Wilshire] corridor." Page 28, 2001 FEIR.

Further, "[t]his segment of Wilshire Boulevard [between Comstock and Selby] 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." Page 4, 2001 FEIR. 2

Implementing dedicated bus lanes in Comstock/Glendon segment is a costly waste of City/Federal funds with no apparent benefits. Given the already high travel times and lack of delays/congestion during peak traffic hours, no justification exists. Traffic delays for automobiles will increase substantially on Wilshire in the Comstock/Glendon segment if two lanes are replaced with dedicated bus lanes. Two bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to their increased congestion. Traffic will idle and gridlock, thus creating problems that currently do not exist.

3. NO EVIDENCE THAT CONVERTING COMSTOCK/GLENDON SEGMENT TO DEDICATED BUS LANES WILL "improve bus passenger travel times, service reliability, and ridership of existing BRT system and encourage shift from auto to bus" as stated in Metro's Notice of Preparation of EIR dated 9/23/09. The bus-passenger travel times and service reliability are likely already at their maximum in this 1.24 mile Comstock/Glendon segment. See Chart, Page 28, 2001 FEIR. DASH buses would encourage Westwood's local residents to get out of their cars. As long as Beverly Hills and Santa Monica are exempted, this is a band aid on West Los Angeles commuting problems.

3

4. DEDICATED BUS LANES WILL DRIVE TRAFFIC INTO ALREADY OVERCROWDED RESIDENTIAL STREETS LIKE BEVERLY GLEN, OHIO, WESTHOLME, AND SELBY, upon all of which schools are located. Seven significantly impacted intersections in our community cannot be mitigated and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening the impact.

4

5. MUST CONSIDER SAFETY, ENVIRONMENTAL CONSEQUENCES:

Crossing and/or walking along Wilshire Boulevard in the Comstock/Glendon segment will be even more harrowing. Narrower sidewalks will make it even more dangerous for pedestrians and their children, pets, elderly and handicapped. Currently, buses traveling at accelerated speeds make it dangerous for pedestrians crossing Wilshire at Comstock to walk to Holmby Park. Many pedestrians cross Wilshire at Beverly Glen to attend synagogues. It would also pose an extreme danger to cyclists.

5

If speeds go higher (30 MPH or more according to Chart on Page 28, 2001 FEIR) then how will these higher rates of speed reconcile with the schools located at Wilshire and Beverly Glen/Warner and east of Glendon?

On the other hand, since at least 35 Wilshire buildings in this Comstock/Glendon segment only have access via Wilshire, what evidence exists that residents, visitors, and deliveries entering and exiting these buildings in this segment will not slow the buses down, not to mention the attendant safety hazards involved. Money is better spent elsewhere.

Removal of parking spaces on Wilshire (almost 100) and loss of delivery access during peak hours will cause severe problems for residents, schools, hotels, churches, synagogues, and other businesses.

6

Removal of mature trees will significantly impact air and life quality, and will remove natural traffic noise barriers.

7

Increased noise and vibration impacts will occur from buses running closer to residential highrises.

8

For these reasons, I strongly urge you to **drop the BRT Project between Comstock and Glendon Avenues** in Westwood.

9

Very truly yours,
Constance Boukidis

COMMENT LETTER NO. 13
Boukidis, Constance

Response to Comment No. 13-1

Thank you for noting the history of public comments on this project. Please refer to Master Comment No. 9 for information on the differences between this and project studies in 2001.

Response to Comment No. 13-2

Please refer to Master Response No. 8 regarding the exclusion of the segment between Comstock Avenue and Veteran Avenue from the proposed project.

Response to Comment No. 13-3

The comment has been noted and will be forwarded to the decision makers for their consideration. Please refer to Response to Comment No. 13-2 for further discussion regarding the conversion of the segment between Comstock Avenue and Malcolm Avenue.

Response to Comment No. 13-4

The Draft EIR/EA and the TIA conclude that the proposed project would not have an impact at study intersections on Beverly Glen Boulevard and that Alternative A would have a significant impact at the intersection of Beverly Glen Boulevard and Santa Monica Boulevard. It is anticipated that some traffic that would have used Wilshire Boulevard in the absence of the project would divert to parallel arterials, such as Santa Monica Boulevard. Beverly Glen Boulevard, Ohio Avenue, and Westholme Avenue are all collector or higher classification roadways; they are not classified as local residential streets. Please refer to Master Response No. 1 for an explanation of how study intersections on these streets were identified. Selby Avenue is a local residential street. Since all study intersections on Wilshire Boulevard in the vicinity of Selby Avenue are expected to continue to operate at Level of Service D, there is little reason to expect that traffic would use Selby Avenue to seek an alternative east-west route. The comment correctly notes that the Draft EIR/EA and the TIA identify some intersections at which the project would have a significant impact that cannot be mitigated.

Response to Comment No. 13-5

The proposed project would not narrow the sidewalks in the Comstock Avenue/Glendon Avenue area. Sidewalks would only be narrowed between Barrington Avenue and Bonsall Avenue. In the area where sidewalks would be narrowed, they would be designed according to City and County of Los Angeles standards. Please refer to Master Response No. 14 regarding pedestrian safety, Master Response No. 5 concerning access to residential buildings along Wilshire Boulevard between Comstock Avenue and Malcolm Avenue, and Master Response No. 6 concerning removal of on-street parking.

Response to Comment No. 13-6

Please refer to Master Response No. 5 concerning access to residential buildings along Wilshire Boulevard between Comstock Avenue and Malcolm Avenue and Master Response No. 6 concerning removal of on-street parking.

Response to Comment No. 13-7

Please refer to Master Response No. 11 regarding removal of street trees.

Response to Comment No. 13-8

Please refer to Master Response No. 18 regarding noise and vibration impacts from buses running closer to residential structures.

Response to Comment No. 13-9

The commenter's opposition to the proposed project has been noted and will be forwarded to the decision makers for their review and consideration.

LETTER 14

From: feedback@metro.net
Sent: Wednesday, July 14, 2010 4:27 PM
To: WilshireBRT
Subject: [Metro.net] customer comment

Comment from

First Name: Sumiko
Last Name: Braun
Email: sumiko.braun@gmail.com
Phone:
URL:

I support the findings of the draft EIR.

I urge MTA and LA City Council to adopt the "Alternative A" proposal with one minor amendment. Amend the proposal to include Valencia to Parkview St. segments in the project where the Westlake/Alvarado community resides. 1

I support the expedient implementation of the Wilshire Bus-Only Lanes Project.

**COMMENT LETTER NO. 14
Braun, Sumiko**

Response to Comment No. 14-1

This commenter supports the proposed project and urges adoption of Alternative A with the inclusion of the segment between Valencia Street and Park View Street; the comment has been noted and will be forwarded to the decision makers for their consideration.

Please refer to Master Response No. 7 regarding the request to include the segment between Valencia Street and Park View Street in Alternative A.

LETTER 15

From: Chris Brooks [burgerhappy@gmail.com]
Sent: Sunday, July 25, 2010 2:42 PM
To: WilshireBRT
Subject: Please oppose a Wilshire BRT from Comstock to Glendon Avenues

Attention Martha Butler:

As residents of Comstock Hills we are writing to urge you not to support the implementation of a dedicated bus lane along the Wilshire corridor. Data from the 2001 traffic study indicates that there would be "no significant benefit" as buses along this section of the Wilshire corridor don't experience delays due to congestion.

Reducing the lanes available for general usage would only increase traffic, pollution and overflow into the surrounding community making the effort not only without merit but decidedly negative. Thank you for your consideration.

Sincerely,


Christopher and Amanda Brooks

1410 Comstock Ave.
Los Angeles, CA 90024

**COMMENT LETTER NO. 15
Brooks, Christopher and Amanda**

Response to Comment No. 15-1

These commenters oppose the proposed project; the comment has been noted. Please refer to Master Response No. 9 for a discussion of the applicability of the previous Final EIR prepared for the Mid-City/Westside Transit Corridor Wilshire Bus Rapid Transit Project.

Subj: **Busway EIR Petition**
Date: 7/19/2010 11:52:32 P.M. Pacific Daylight Time
From: 
To: Hwpoa@aol.com

I oppose a bus only lane between Glendon and Comstock during peak hours.

Charlotte Brown
801 Thayer Avenue
Los Angeles, CA 90024

| 1

**COMMENT LETTER NO. 16
Brown, Charlotte**

Response to Comment No. 16-1

This commenter opposes the proposed project; the comment has been noted. As this comment does not state a concern or a question regarding the adequacy of the analysis in the Draft EIR/EA, no further response is warranted. However, the comment will be forwarded to the decision makers for their review and consideration.

LETTER 17

Jerome Brown, M.D.
10350 Wilshire Blvd. #1003
Los Angeles, CA 90024

July 25, 2010

Re: Wilshire BRT project

I strongly oppose any BRT project or alternative in the Westwood area which includes removal of jutouts or imposition of a bus only lane. I am an individual property owner in Westwood, President of the Diplomat Condominium Association at 10350 Wilshire Blvd., a recently elected Board member of the new Westwood Neighborhood Council, and the acting Treasurer of the Westwood Community Council.

I wish to make some general observations about the process which is taking place. I attended prior meetings about the proposed BRT project, during which time numerous questions were asked of MTA speakers. 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. To date, many questions asked have never been answered, including those asked of the Project Manager, Martha Butler, at an open Westwood Community Council meeting July 20, 2010. MTA has had years to prepare and the likelihood that a full EIR would be needed did not suddenly arise! Inability and/or unwillingness to provide answers is unforgivable.

The following unanswered questions were posed timely by me October 21, 2009 to MTA in response to MTA’s request for input in preparation of the DEIR. They must be responded to, not acknowledged as having been received. Tabulation in spread sheet format as was done in the recently released DEIR is not an acceptable response.

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 by only a few seconds while at the same time increasing very substantially the auto transit time for the Wilshire corridor 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 traveling? Address the issues of resultant increased air and noise pollution, and concomitant decrease in property values.

1

2

3

4

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 causes of backup in that area are at the intersection of Wilshire and Santa Monica Boulevards and in the city of Beverly Hills itself 5
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
6. Explain the validity of the assumption of a 10% conversion from automobile usage to bus usage in the future and compare the difference in assumptions in the current environmental impact report from estimated conversion rates as assumed in the environmental impact report of 2002 on the BRT project. 7
7. Address the adverse impacts on streets parallel to Wilshire Boulevard such as Ashton and Lind brook caused by the B.R T. lane 8
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 not occur or be of any environmental consequence. Please explain how and why MTA ignores this issue in its pursuit of a B RT project. The terminology “partially mitigated” and non mitigatable should be deleted and replaced by “worsened!” 9
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
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
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 widened, and traffic flow there is very complicated. 12
12. The stated intention to increase the width of Wilshire Boulevard by 5ft. in the east and westbound directions is not feasible under the freeway. Thus, the bottleneck there will persist! What benefit results from such narrowing nearby? 13

13. If the purpose of the bus only lane project is to increase the speed of buses and one of its components is to alter the striping at the intersection of Sepulveda and Wilshire why has not such been done already? Re-striping is an everyday occurrence and should not be included as an integral part of a \$31 million project. The cost of restriping would be essentially zero, and the benefits easily seen immediately. In fact, autos now routinely disregard the current striping, already proving lack of benefit from planned re-striping. 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
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
15. The potential removal of parking spaces along Wilshire Boulevard in the condo canyon area 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. Brief mention of this issue in the DEIR brushes it off as a “social” issue and therefore not to be considered in an Environmental Impact Report. This inane reply is totally irresponsible, and particularly so when considered in light of the June 10, 2010 Fact Sheet on the Wilshire Bus Rapid Transit Project, published and distributed by MTA itself which states “The Draft EIR’s purpose is to evaluate the social, economic, and environmental issues associated with the Wilshire BRT Project...” 16
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
17. Several years ago there was a trial of a bus only lane on a portion of Wilshire Boulevard between Centinela and Federal Avenues. 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. Characterization of this trial as anything other than disastrous or unsuccessful is incorrect. 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. No jurisdictions have been added to the list of willing participants in the bus only lane project since that time. 18
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. 19

19. 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 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 predictable outcome therefrom? 20
20. Why should not the City of Los Angeles properly maintain one of its most heavily traveled and important thoroughfares (Wilshire) and implement necessary measures to improve traffic flow? Surely some things should have been done, other than waiting on Federal funding for many years, and accepting an overpriced, ill advised BRT project as the quid pro quo! 21

Sincerely,



Jerome Brown, M.D.

COMMENT LETTER NO. 17

Brown, Jerome

Response to Comment No. 17-1

In November 2008, LACMTA, in partnership with the City and County of Los Angeles, began evaluating the proposed Wilshire BRT Project as part of preparing an Initial Study/Environmental Assessment (IS/EA). Based on input received at several community meetings held along the corridor, additional public input, and technical analyses that had been completed, it was later determined that an Environmental Impact Report/Environmental Assessment (EIR/EA) would be the more appropriate document.

On September 23, 2009, a 30-day public scoping period began, during which four public scoping meetings were held. Scoping refers to the early, open, and interactive process of determining the major issues and impacts that will be important in decision-making and that need to be addressed in the EIR/EA. The involvement of the public, is an integral part of the scoping process to ensure that important issues are not overlooked when preparing the EIR/EA. LACMTA staff did not say, "We don't know," to questions, they simply clarified that as part of the process, staff was there to listen and solicit any public comments and/or concerns over the project, project alternatives, or effects of the project that they felt needed to be included in the document. During the 45-day public review of the Draft EIR/EA, which began June 10, 2010, again it was made clear that all specific questions and/or concerns would be addressed in the Final EIR/EA. Staff did respond to general questions and/or comments.

Response to Comment No. 17-2

Please refer to Master Response No. 12 regarding the bus speeds between Comstock Avenue and Westwood Avenue.

Response to Comment No. 17-3

The Draft EIR/EA acknowledged that the proposed project would result in unacceptable levels of service and exceed local criteria for determining traffic impacts as a result of increased delays at 18 of 74 studied intersections in 2012 and 19 of 74 intersections in 2020. Most of the delays would be 15 seconds or less, but because the intersections are already operating at unacceptable levels of service, the established local threshold is very low and triggers a significant local impact resulting from delays as low as 2.5 seconds. The proposed project would include Mitigation Measure T-1 to reduce or avoid these impacts. After mitigation, significant and unavoidable impacts would remain at 8 of 74 intersections in 2012 and 9 of 74 intersections in 2020. However, delays of over 15 seconds would occur at only 3 of the 74 intersections in 2012 and at only 2 of 74 intersections in 2020.

Beyond the Wilshire corridor, the proposed project would be expected to result in a beneficial effect on traffic in the metropolitan Los Angeles,

particularly within the Mid-City and Westside areas through the increased efficiency and public utilization of the Wilshire BRT system.

Response to Comment No. 17-4

Please refer to Master Response No. 5 concerning access to residential buildings along Wilshire Boulevard between Comstock Avenue and Malcolm Avenue.

As identified in Sections 4.2 and 4.4 of the Draft EIR, air quality and noise impacts of the proposed project would be less-than-significant. There is no basis for the commenter's assertion that the proposed project would result in a decrease in property values.

Response to Comment No. 17-5

The proposed project would not increase bus speeds through the City of Beverly Hills. The proposed project would reduce bus travel time in the eastbound direction through the Los Angeles Country Club by allowing buses to travel to the Beverly Hills City Limit (or close to it) without being delayed by congestion. The proposed project would reduce bus travel time in the westbound direction through the Los Angeles Country Club by allowing buses to travel to the intersection of Comstock Avenue (and then beyond) without being delayed by congestion.

Response to Comment No. 17-6

Please refer to Master Response No. 10 regarding the anticipated shift of riders from automobiles to public transit.

Response to Comment No. 17-7

The 10% conversion rate stated in the Draft EIR/EA is a reasonable assumption based on the successful experience of the Metro Rapid Program, which showed significant increases in ridership as a result of much improved bus travel times. About one-third of the increased ridership was from new riders who used to drive. Evidence shows that people will shift to transit if they receive high quality transit services along the Wilshire corridor. Similar BRT projects in the nation, such as New York City's Fordam Road BRT system, have experienced similar results. Please see Master Response No. 9 regarding the applicability of the 2002 Final EIR.

Response to Comment No. 17-8

Section 4.1 of the Draft EIR/EA and Chapter 10 of the TIA address potential impacts on Ashton Avenue and Lindbrook Drive. Both documents state that study intersections on Wilshire Boulevard in the vicinity of Lindbrook Drive and Ashton Avenue operate at LOS D or better in 2012 and 2020. Therefore, it is not expected that a significant amount of traffic would divert from Wilshire Boulevard to these local residential streets.

Response to Comment No. 17-9

The Mid-City/Westside Transit Corridor Draft EIS/EIR from 2001 identified two impacts at intersections on Wilshire Boulevard with implementation of the Wilshire BRT project proposed at that time. Please refer to Master Comment No. 9 for information on the differences between this project and the one proposed then. These two intersections were Wilshire Boulevard at Westwood Boulevard and at La Cienega Boulevard. The Draft EIR/EA and the TIA for the proposed project now do not identify significant impacts at either of these intersections. The intersection of La Cienega Boulevard and Wilshire Boulevard is in the City of Beverly Hills and is, therefore, not included in the proposed project. The Draft EIR/EA fully discloses all of the impacted intersections, their proposed mitigations, the four intersections that cannot be mitigated, and the five intersections that are partially mitigated. The mitigations are to ensure that any adverse impacts the proposed project may directly create with its implementation are avoided, remedied, or minimized.

Response to Comment No. 17-10

Please refer to Master Response No. 1 concerning how study intersections were identified. The Draft EIR/EA and TIA analyzed future traffic operations without and with the proposed project and identified intersections that would be significantly impacted by both the proposed project and Alternative A.

Response to Comment No. 17-11

Two goals of the proposed project are to improve bus travel times and to improve service reliability. Including the Westwood segment is critical to achieving these goals. By including this segment, bus travel time and reliability would be improved by reducing the variability in travel time caused by traffic congestion and delays at intersections. In addition, special measures would be done to ease transitions, where needed.

The proposed project would add an eastbound lane on Wilshire Boulevard as it approaches the I-405 between Barrington Avenue and Bonsall Avenue, and it would also lengthen the eastbound left-turn pocket from Wilshire Boulevard to northbound Sepulveda Avenue, which would prevent left-turning traffic from blocking one of the through lanes.

Response to Comment No. 17-12

The proposed project would lengthen the eastbound left-turn pocket from Wilshire Boulevard to northbound Sepulveda Avenue, which would prevent long queues of left-turning traffic from spilling onto and blocking through lanes. Therefore, through traffic that currently moves to the right to avoid this queue would be able to remain in their lanes, thereby simplifying traffic flow through this segment of Wilshire Boulevard under the I-405 bridge.

Response to Comment No. 17-13

The proposed project would not widen Wilshire Boulevard directly under the I-405 bridge. There would be no bus lane in this area. The benefit to bus travel times would result from the ability to use the bus lane on adjacent segments of Wilshire Boulevard.

Response to Comment No. 17-14

The Wilshire BRT Project has several goals in addition to improving bus travel times. One of the key goals of the proposed project is to improve overall service reliability. When people not only get a quicker ride but can rely on that same quick ride consistently, more people would be encouraged to take public transit. Although the re-striping of streets may be routine, there are costs associated with it. Cities must incur the costs of materials and labor at the very minimum. The re-striping of traffic lanes being done as part of the Wilshire BRT project is not for the purpose of ameliorating traffic but for the purpose of creating peak period curbside bus lanes and completing the reconstruction/repaving work.

Response to Comment No. 17-15

Within the first weeks after the bus lanes open, drivers should begin adjusting their travel routes, times, and modes in response to the observed traffic conditions, just as they do during any event that changes roadway capacity. Drivers would continue to shift their behavior gradually until a new equilibrium is reached across alternative travel routes and modes, likely after a period of a few months.

Response to Comment No. 17-16

Please refer to Master Response No. 6 regarding the removal of on-street parking.

Response to Comment No. 17-17

Ridership along Wilshire Boulevard has increased through the years. With the implementation of the Wilshire/Whittier Metro Rapid in June 2000, ridership increased by almost 40%. At least a third of this ridership increase was from those new to public transit. LACMTA does not assume that all ridership increases are primarily due to a shift from automobile to bus, although it does account for some of it, as demonstrated.

Response to Comment No. 17-18

Please refer to Master Response No. 4 regarding the differences between the proposed project and the Bus Lane Demonstration Project.

Response to Comment No. 17-19

At the end of each public comment period, all comments received are collected and summarized. This not only includes those comments received at the public meetings, but also those received via U.S. mail, e-mail, or from the project hotline number. Although one meeting may have a large number of people either in favor of or not in favor of the project, all of the comments received during the public comment period must be considered. LACMTA reported the overall summation of the comments received.

Response to Comment No. 17-20

Both the Draft EIR/EA and TIA acknowledged that, at the western Beverly Hills City limits (approximately 500 feet west of the Whittier Drive/Merv Griffin Way intersection), the bus lane transitions to a mixed-flow lane. Therefore, three eastbound through lanes would remain at the Whittier Drive/Merv Griffin Way intersection. The proposed project would neither reduce capacity at this intersection nor increase the number of queued vehicles. However, the length of eastbound traffic queues may increase because eastbound vehicles would be traveling in two lanes instead of three as they approach the City of Beverly Hills. The Draft EIR/EA and the TIA also acknowledged this for Alternative A.

Response to Comment No. 17-21

LADOT has implemented several regional Transportation System Management projects on Wilshire Boulevard and in the Wilshire Boulevard corridor to relieve traffic congestion and improve traffic flow. They include LADOT's Automated Traffic Surveillance and Control System (ATSAC). This cutting-edge system connects the signalized intersections in the City to LADOT's traffic monitoring and control center and provides LADOT the capability to monitor traffic activities, in real-time, at the intersections and adjust traffic signal timing to accommodate changing traffic patterns, thereby increasing capacity and achieving optimal traffic flow. Additionally, LADOT and LACMTA jointly implemented a Transit Priority System (TPS) along Wilshire Boulevard within the project area. This system provides real-time monitoring capability of Metro Rapid buses as they travel along their designated routes and actively monitors and adjusts traffic signals along the routes to provide traffic signal priority to the buses, which has lead to significant improvement in bus travel-time. LADOT's previous attempts to improve Wilshire Boulevard through widening and street resurfacing have often been constrained by a scarcity of financial resources and community opposition.

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The Diplomat

10350 Wilshire Boulevard
Los Angeles, California 90024
(310) 276-1160
(310) 275-4720 Fax

July 26, 2010

Los Angeles County Metropolitan Transportation Authority
1 Gateway Plaza, 25th Floor
Los Angeles, CA 90012

Re: Wilshire BRT

Dear Wilshire BRT Project Team:

The Board of Directors of The Diplomat Condominium Association unanimously has voted to oppose the removal of jutouts and/or the insertion of bus only lanes on Wilshire Boulevard between Comstock and Glendon Avenues.

The adverse impacts on traffic, safe ingress and egress to and from our homes, accessibility to service vehicles, and many other issues far outweigh the trivial time saved for bus transit through this area. Free flow of traffic in this area is readily apparent, as is the inability to improve the enormous traffic bottlenecks at the San Diego Freeway, at the Wilshire/Santa Monica Blvd. intersection, and along Wilshire in its entirety in the City of Beverly Hills. Bus lanes and jutout removal will do nothing to improve the horrible problems at these locations, but will create congestion in places where currently there is none.

We join other Condominiums on Wilshire and our neighboring homeowner organizations in Westwood in voicing our staunch opposition to the above mentioned, ill conceived components of the Wilshire BRT.

The Board of Directors,
The Diplomat Condominium Association
10350 Wilshire Blvd.
LA, CA 90024
By:



Jerome Brown, M.D.
President

COMMENT LETTER NO. 18
Brown, Jerome, President
The Diplomat Condominium Association

Response to Comment No. 18-1

This commenter opposes the proposed project; the comment has been noted. However, in consideration of comments received during the public review of the Draft EIR/EA, LACMTA and LADOT are considering Alternative A (Truncated Project Without Jut-Out Removal) as the preferred alternative. Accordingly, LACMTA and LADOT staff are recommending adoption of this alternative to the LACMTA Board, the Los Angeles City Council, and the Los Angeles County Board of Supervisors. This alternative would result in the retention of the jut-outs between Comstock Avenue and Malcolm Avenue.

Comments on the Draft EIR/EA for the Wilshire BRT

July 25, 2010

Ms. Martha Butler
Metro
1 Gateway Plaza, 99-23-1
Los Angeles, CA 90012

Via email: wilshirebrt@metro.net

Raju Associates, Inc. which has been engaged in traffic engineering consultation in the Westwood area for the past nineteen years was retained by the Wilshire high-rises and homeowner associations listed below to study and provide input pertaining to the Bus-Only lane (Wilshire BRT) effectiveness within Westwood:

10560 Wilshire	10560 Wilshire Blvd.	108 units
Blair House	10490 Wilshire Blvd.	123 units
Crown Towers	10701 Wilshire Blvd.	119 units
La Tour	10380 Wilshire Blvd.	73 units
Mirabella	10430 Wilshire Blvd.	114 units
Park Wilshire	10724 Wilshire Blvd.	156 units
Regency Wilshire	10551 Wilshire Blvd.	73 units
Remington Plaza	10727 Wilshire Blvd.	93 units
The Californian	10800 Wilshire Blvd.	75 units
The Diplomat	10350 Wilshire Blvd.	64 units
The Longford	10790 Wilshire Blvd.	82 units
Wilshire House	10601 Wilshire Blvd.	100 units
Wilshire Manning	10660 Wilshire Blvd.	132 units
Comstock Hills Homeowners Association		320 single family homes
Holmby-Westwood Property Owners Association		1100 single family homes

The condominium units and homeowner associations represent a total of 2732 residential homes on or adjacent to the Wilshire corridor between Comstock and Glendon Avenues in Westwood.

Raju Associates. Inc was requested to

- review the DEIR
- scope the project
- observe roadway operations and characteristics in the area
- perform necessary bus and traffic counts and speed surveys
- assess current and future traffic conditions
- assess potential parking impacts
- study the access to and from Wilshire Blvd.

1

Please note that the report not only provides analysis on the BRT in Westwood but also draws specific attention to outcomes of impacts.

2

BACKGROUND

Paragraph 3 “There would be potentially significant access and loading area displacement impacts with creation of a bus-only lane within this stretch. All these driveways obtain access only from Wilshire Boulevard and would be restricted in their movements, with potential sight-distance and other issues.”

3

SPEED CHARACTERISTICS

Paragraph 4

Table ST: Overall Corridor Speed and Travel Time Summary

“From this table, it can be observed that the speeds do not change appreciably between the no-project and the with-project conditions within this corridor indicating that the change (improvement) in travel time due to the proposed bus-only lane within this stretch would be minimal or negligible. The effectiveness of the bus-only lane in this stretch in terms of improving the bus speeds would be negligible, thereby potentially offering an opportunity to not cause significant impacts by not converting the curb-lane within this stretch to bus-only lane. The proposed bus-only lane project would actually create significant parking and traffic impacts as noted in the DEIR and elaborated in the tables provided below:

4

BUS CHARACTERISTICS

Paragraph 2

Table BS: Speed Profiles using spot speed data of all buses collected during peak periods at four locations within this 1-mile stretch of Wilshire Boulevard. The relevant measures of dispersion of speeds including 85th-percentile, 10-mph pace (the 10 mph range that most buses travel at) and percent within pace stratified by MTA Rapid Buses, Local Buses and Other Operators Buses are summarized. It can be observed from this table that during both peak periods, all the buses are operating at good speeds (close to or at speed limits) with some of the Other operator buses traveling at greater than the speed limit within this stretch. This indicates that the bus speeds are at desired speeds and would not improve within this stretch with the proposed project or its alternative, given that buses typically operate at or under the posted speed limit (35 mph within this stretch).”

5

TRAFFIC IMPACT CHARACTERISTICS:

“The DEIR conducted traffic impact analysis of the proposed project and its alternative during the opening year 2012 and the horizon year 2020. It used significant impact criteria and Highway Capacity Manual (HCM) - based analysis methodology that did not capture the significant impacts completely; if the City of Los Angeles criteria for significant impacts based on the City’s Traffic Impact Study Guidelines were used, additional locations (particularly within the 1-mile stretch of Wilshire Boulevard) between Comstock and Selby would be impacted. To demonstrate this point, we have included two tables summarizing impacts of

6

four intersections that were analyzed in the DEIR in this Wilshire Boulevard stretch and compared the same to the results provided in the DEIR. The traffic volumes that were used in this comparative analysis was obtained directly from the DEIR and are included in Figures 3-1 and 3-2 for the proposed project and project alternative, respectively.”

Table BB: Comparison of Project Alternative Significant Impacts

“It can be observed from the Tables AA and BB that under the proposed project conditions, the DEIR states that none of the four locations analyzed within this stretch were impacted; however, using the City of Los Angeles criteria (these locations all lie within the City of Los Angeles), two of the four locations would be significantly impacted during both AM and PM peak hours of both 2012 and 2020 conditions. Similarly, for the project alternative, the DEIR identified significant impacts at only one location, while the use of City of L.A. methodology would result in significant impacts at three of the four locations evaluated within or adjacent to this stretch of Wilshire Boulevard.”

6

Sincerely,

SANDY BROWN

President, Holmby-Westwood Property Owners Association

On behalf of the Wilshire Boulevard highrises noted above and Comstock Hills

Homeowners Association and Holmby-Westwood Property Owners Association

MEMORANDUM

TO: Ms. Sandy Brown
Ms. Jan Reichman

FROM: Srinath Raju, P.E.
Chris Munoz
Sowmya Maya

SUBJECT: Wilshire Boulevard Bus Rapid Transit Project DEIR
Summary of Analysis between Selby & Comstock
Comments on DIER

DATE: July 25, 2010

REF: RA319

This memorandum summarizes the analysis conducted for the Wilshire Boulevard corridor between Selby Avenue and Comstock Avenue to evaluate the potential effects of the Bus-only lane proposed by converting curb-lanes during peak periods. Within this specific one-mile corridor the proposed project would remove the jut-outs, eliminate parking during peak periods and then utilize the curb-lane to provide the bus-only lane.

BACKGROUND

We have reviewed the DEIR prepared for this project and have summarized the effects provided in the document for this specific corridor. In addition, we have conducted a detailed analysis of traffic conditions, speed and travel time assessments of both buses and other vehicles, and effects on parking based on utilization of parking during these peak periods. We also conducted field surveys and observations of traffic, speed and parking, access and loading zone utilization conditions to assess and verify the potential effects of the proposed project as well as the alternative within this 1-mile stretch of the Wilshire Boulevard corridor.

Figure 1 provides information on the existing characteristics of the Wilshire Boulevard corridor between Selby Avenue and Comstock Avenue. Information on various properties fronting Wilshire Boulevard and obtaining access from Wilshire Boulevard is depicted on the Figure 1. On-street parking availability, time restrictions, if any and loading locations are also shown. Locations of bus stops within this 1-mile corridor are also indicated on Figure 1.

The following preliminary observations can be made from this exhibit:

1. There are 5 bus stops located within this 1-mile stretch of Wilshire Boulevard
2. There are 25 driveways on the north-side and 31 driveways on the south-side of Wilshire Boulevard between Selby Avenue and Comstock Avenue
3. There are 3 loading areas within this stretch

There would be potentially significant access and loading area displacement impacts with creation of a bus-only lane within this stretch. All these driveways obtain access only from Wilshire Boulevard and would be restricted in their movements, with potential sight-distance and other issues.

There are several bus routes that traverse this stretch. Figure 2 indicates the routes and their termini.

Daily traffic counts and speed surveys were conducted for all vehicles within this stretch of Wilshire Boulevard. Intersection counts were also conducted at all signalized intersections within this 1-mile stretch. Adjustments to traffic counts (traffic volumes were increased to account for the summer vs. non-summer differences) were made to obtain detailed traffic flow information along all the segments within this stretch of Wilshire Boulevard. This information was then utilized along with information from the DEIR to obtain traffic forecasts within this stretch.

The following data and analysis are provided, and information summarized for this corridor:

Speed Characteristics:

Table AS: AM Speed Model Calibration Summary. Raju developed and calibrated a speed simulation model for this area using observations of actual speeds, roadway characteristics

including number of lanes and other features that affect capacities, and traffic volumes, and the standard Bureau of Public Roads delay function. The speed model was calibrated to within 3% of observed speeds with most segments calibrated to under 0.5% differences. Using this speed model, we estimated the speeds for the various scenarios evaluated in the DEIR, for this corridor.

Table PS: PM Speed Model Calibration Summary Simulation model for PM peak period conditions similar to the AM model, but calibrated using actual data from PM peak period along this corridor.

Table SS: Segment Speeds. Estimated for various segments for various scenarios within this corridor. The traffic volumes were obtained from the DEIR along with all the roadway characteristics.

Table ST: Overall Corridor Speed and Travel Time Summary

From this table, it can be observed that the speeds do not change appreciably between the no-project and the with-project conditions within this corridor indicating that the change (improvement) in travel time due to the proposed bus-only lane within this stretch would be minimal or negligible. The effectiveness of the bus-only lane in this stretch in terms of improving the bus speeds would be negligible, thereby potentially offering an opportunity to not cause significant impacts by not converting the curb-lane within this stretch to bus-only lane. The proposed bus-only lane project would actually create significant parking and traffic impacts as noted in the DEIR and elaborated in the tables provided below.

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Parking Characteristics:

Table OP: Existing Parking Characteristics along Wilshire Boulevard between Comstock & Selby Detailed information on parking supply, restrictions and taxi and loading spaces within each of the segments along Wilshire Boulevard are provided in this table. It can be observed that approximately 100 parking, taxi and loading spaces are present within this stretch of Wilshire Boulevard and would be affected by the Proposed Project.

9

Table P-AM: Existing parking demands and utilization within the corridor for each of the segments identified above during AM peak period. It can be observed that approximately 69 to 71% of the

on-street parking spaces were utilized during the peak periods on a commuter weekday that the surveys were conducted and that removal of these parking spaces would cause significant parking impacts. Not all these spaces are or would be available on the side streets thereby potentially causing significant parking impacts.

9

Table P-PM: Existing parking demands and utilization during PM peak period. It can be observed that approximately 46 to 57% of the spaces were utilized. Again, not all these spaces are or would be available on the side streets thereby potentially causing significant parking impacts.

Bus Characteristics:

Table AC- Bus Characteristics including number of buses observed to be passing or stopping at the Beverly Glen bus stop within the 1-mile stretch of Wilshire Boulevard

Table BB – Bus number of boarding and alighting passengers at the Beverly Glen Bus Stop by route within each of AM and PM peak periods and the computed activity levels within this corridor.

Table BS – Speed Profiles using spot speed data of all buses collected during peak periods at four locations within this 1-mile stretch of Wilshire Boulevard. The relevant measures of dispersion of speeds including 85th-percentile, 10-mph pace (the 10 mph range that most buses travel at) and percent within pace stratified by MTA Rapid Buses, Local Buses and Other Operators Buses are summarized. It can be observed from this table that during both peak periods, all the buses are operating at good speeds (close to or at speed limits) with some of the Other operator buses traveling at greater than the speed limit within this stretch. This indicates that the bus speeds are at desired speeds and would not improve within this stretch with the proposed project or its alternative, given that buses typically operate at or under the posted speed limit (35 mph within this stretch).

10

Traffic Impact Characteristics:

The DEIR conducted traffic impact analysis of the proposed project and its alternative during the opening year 2012 and the horizon year 2020. It used significant impact criteria and Highway Capacity Manual (HCM) - based analysis methodology that did not capture the significant impacts

11

completely; if the City of Los Angeles criteria for significant impacts based on the City's Traffic Impact Study Guidelines were used, additional locations (particularly within the 1-mile stretch of Wilshire Boulevard) between Comstock and Selby would be impacted. To demonstrate this point, we have included two tables summarizing impacts of four intersections that were analyzed in the DEIR in this Wilshire Boulevard stretch and compared the same to the results provided in the DEIR.

The traffic volumes that were used in this comparative analysis was obtained directly from the DEIR and are included in Figures 3-1 and 3-2 for the proposed project and project alternative, respectively.

Table AA: Comparison of Proposed Project Significant Impacts

Table BB: Comparison of Project Alternative Significant Impacts

It can be observed from the Tables AA and BB that under the proposed project conditions, the DEIR states that none of the four locations analyzed within this stretch were impacted; however, using the City of Los Angeles criteria (these locations all lie within the City of Los Angeles), two of the four locations would be significantly impacted during both AM and PM peak hours of both 2012 and 2020 conditions. Similarly, for the project alternative, the DEIR identified significant impacts at only one location, while the use of City of L.A. methodology would result in significant impacts at three of the four locations evaluated within or adjacent to this stretch of Wilshire Boulevard.

If you have any questions, please let us know.

FIGURE 2
BUS TRANSIT CHARACTERISTICS WITHIN STUDY CORRIDOR

- LEGEND:**
- LOS ANGELES COUNTY (MTA)
 - METROPOLITAN TRANSPORTATION AUTHORITY
 - CITY OF LOS ANGELES (CE)
 - COMMUTER EXPRESS
 - CITY OF SANTA CLARITA (SC)
 - SANTA CLARITA TRANSIT

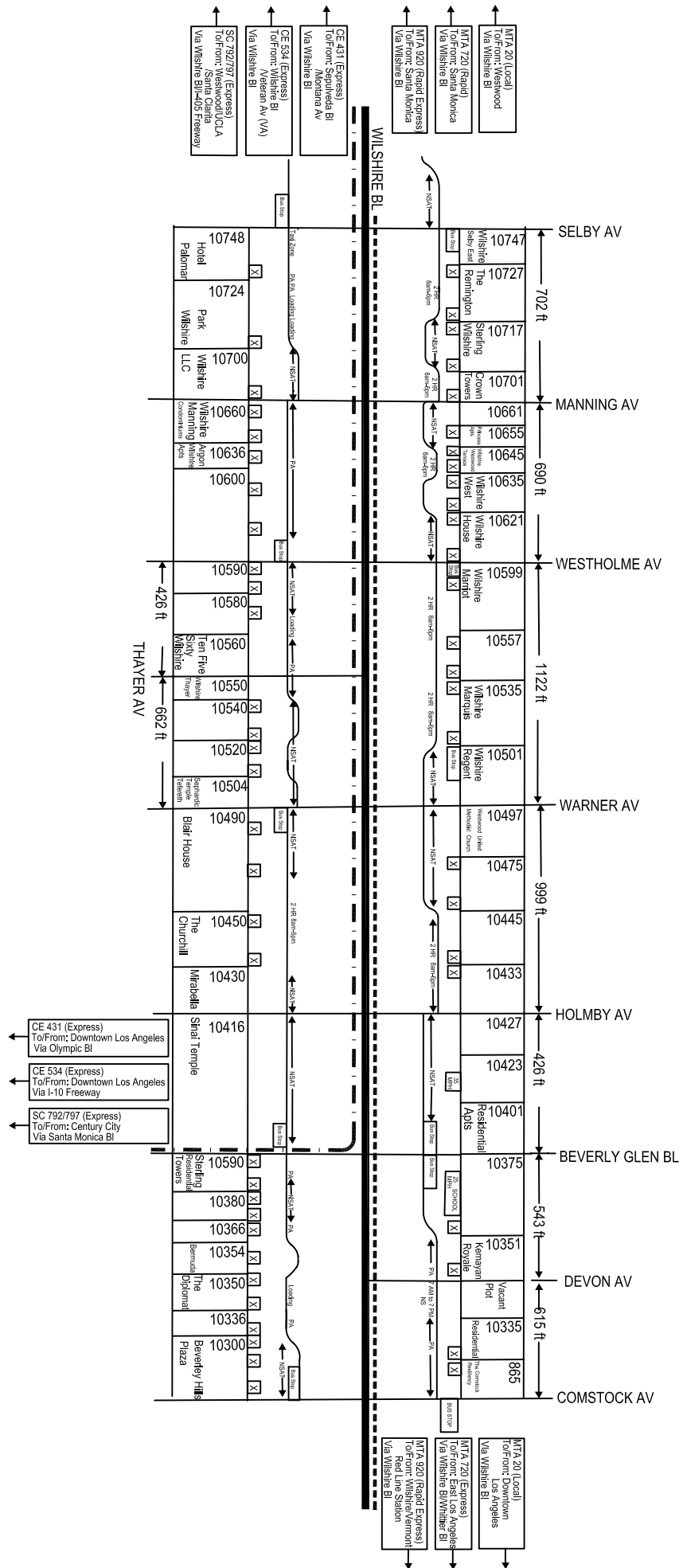
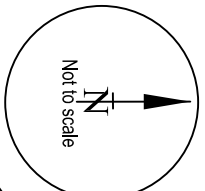
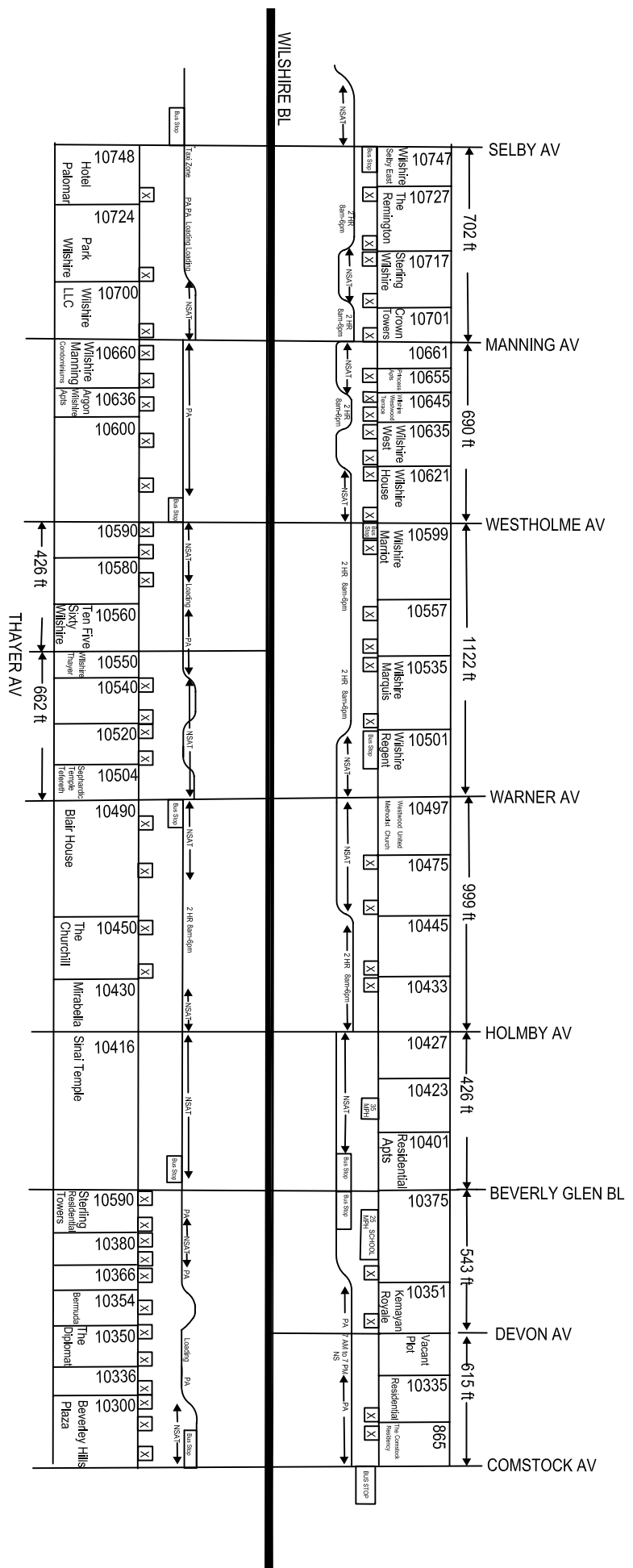
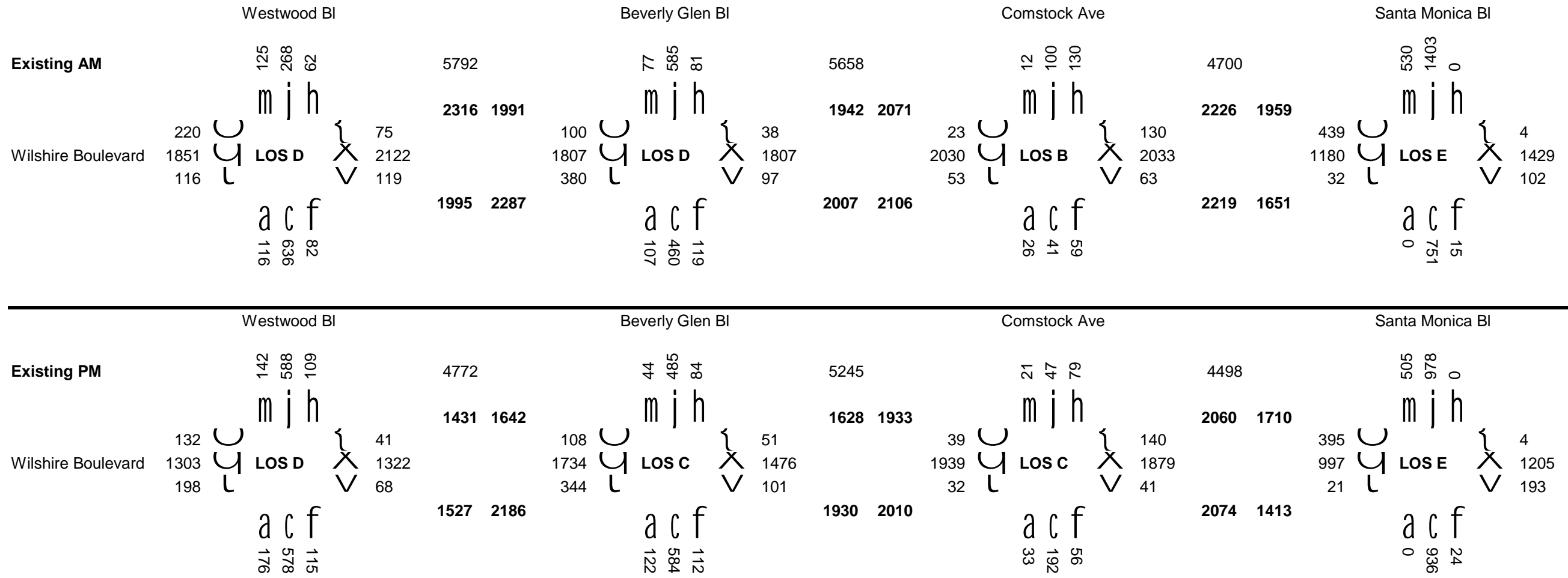


FIGURE 1
WILSHIRE BL CORRIDOR STUDY AREA
BETWEEN COMSTOCK AV AND SELBY AV

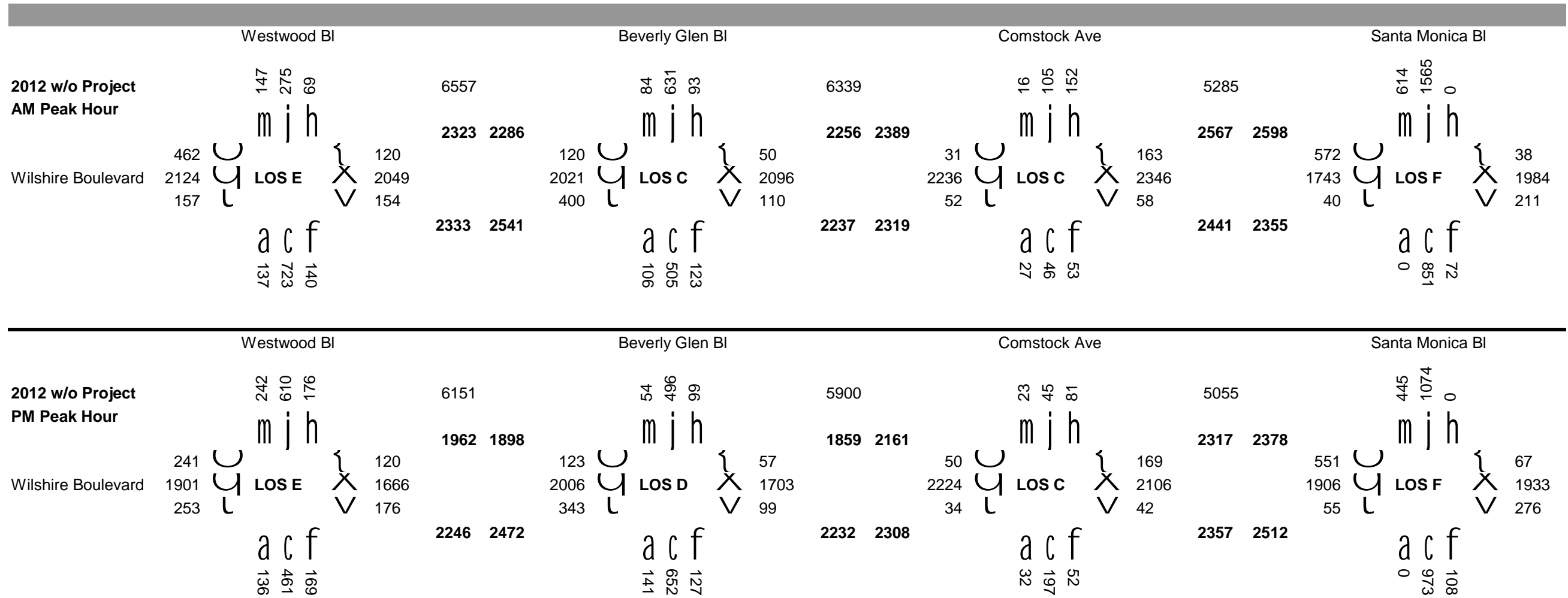
- LEGEND:**
- DRIVEWAYS
 - PA - PARKING ALLOWED
 - NS - NO STOPPING
 - NSAT - NO STOPPING AT ANYTIME



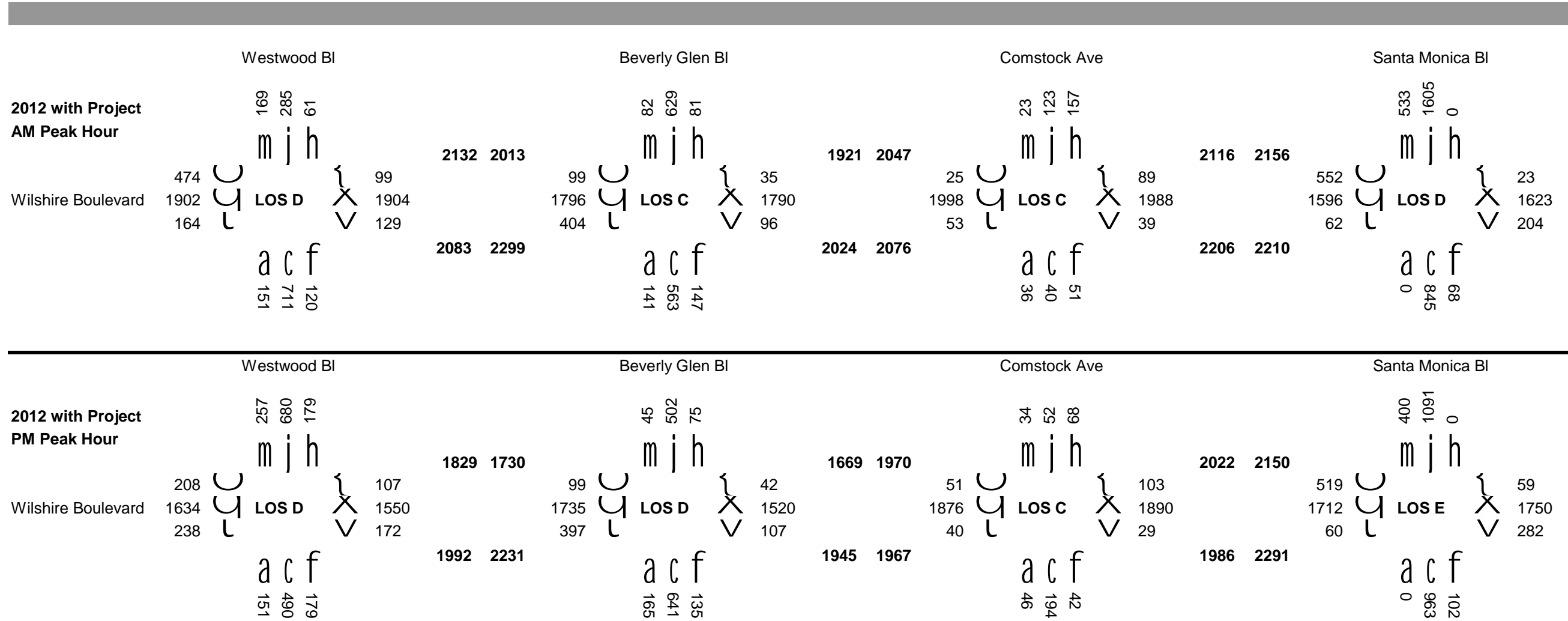
**FIGURE 3-1
INTERSECTION PEAK HOUR TRAFFIC VOLUMES**



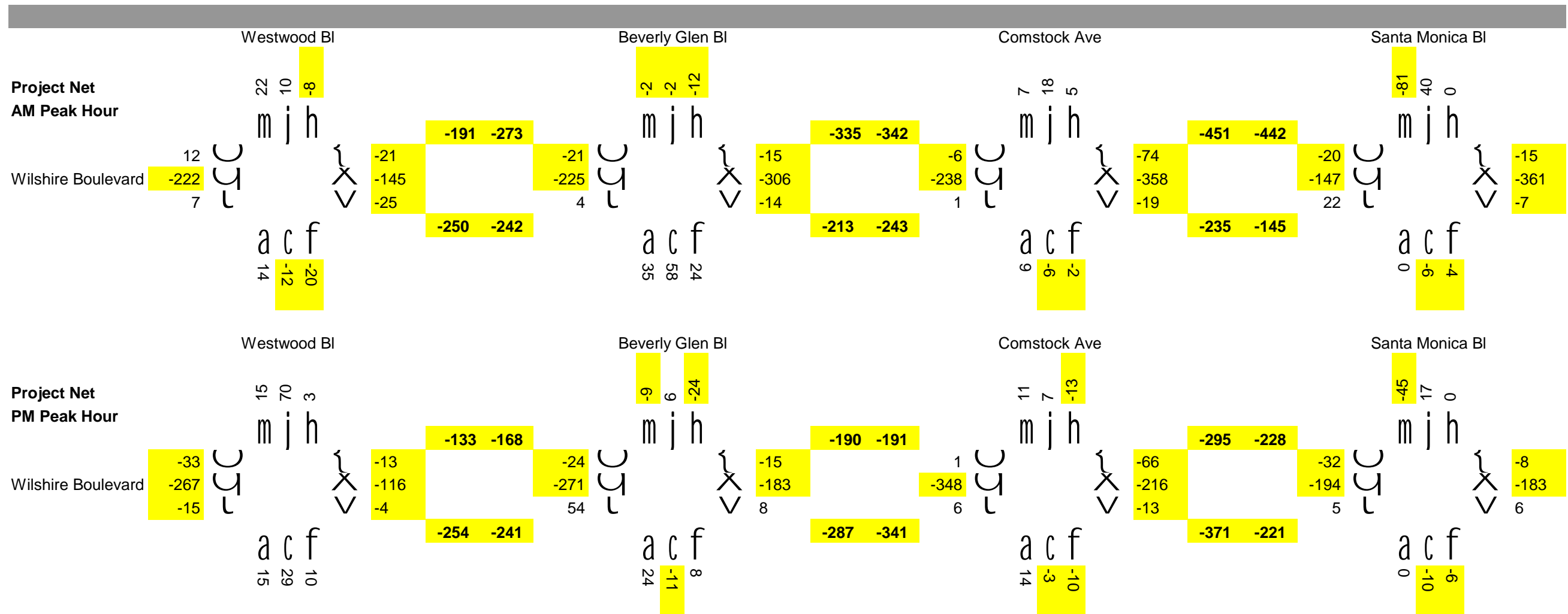
**FIGURE 3-1
INTERSECTION PEAK HOUR TRAFFIC VOLUMES**



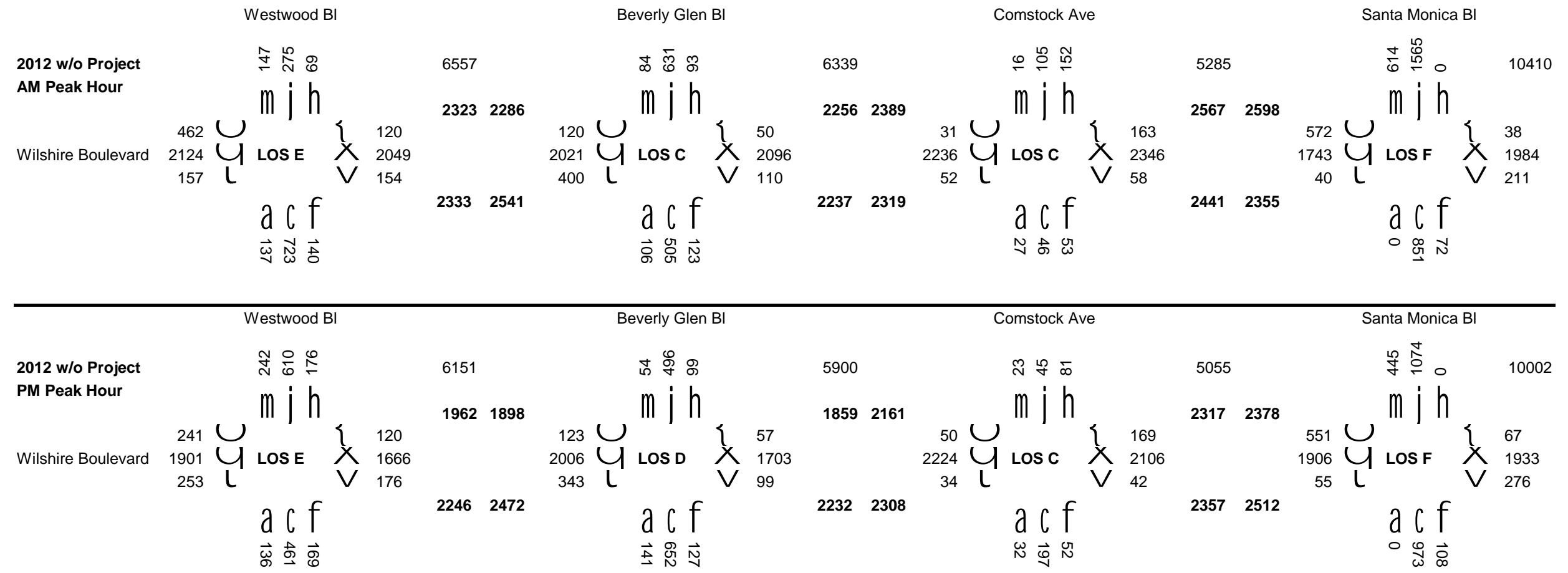
**FIGURE 3-1
INTERSECTION PEAK HOUR TRAFFIC VOLUMES**



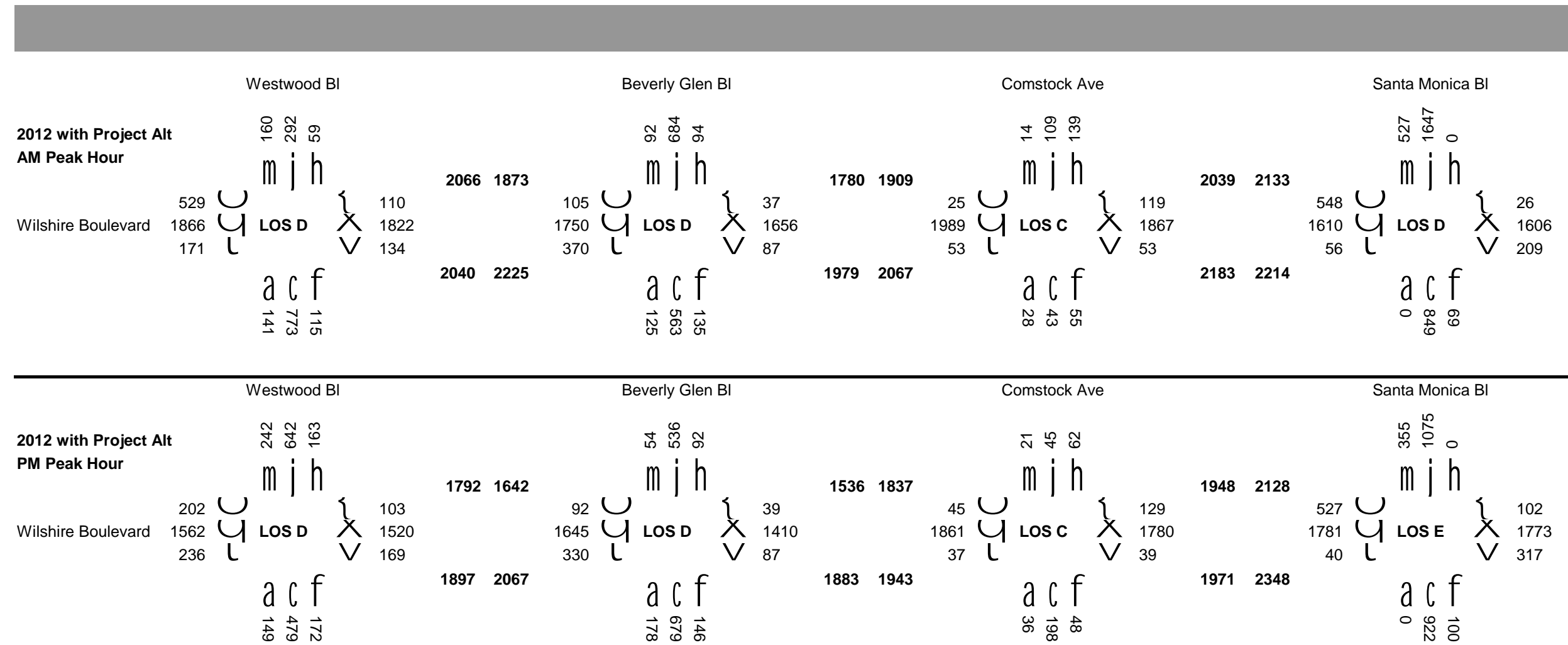
**FIGURE 3-1
INTERSECTION PEAK HOUR TRAFFIC VOLUMES**



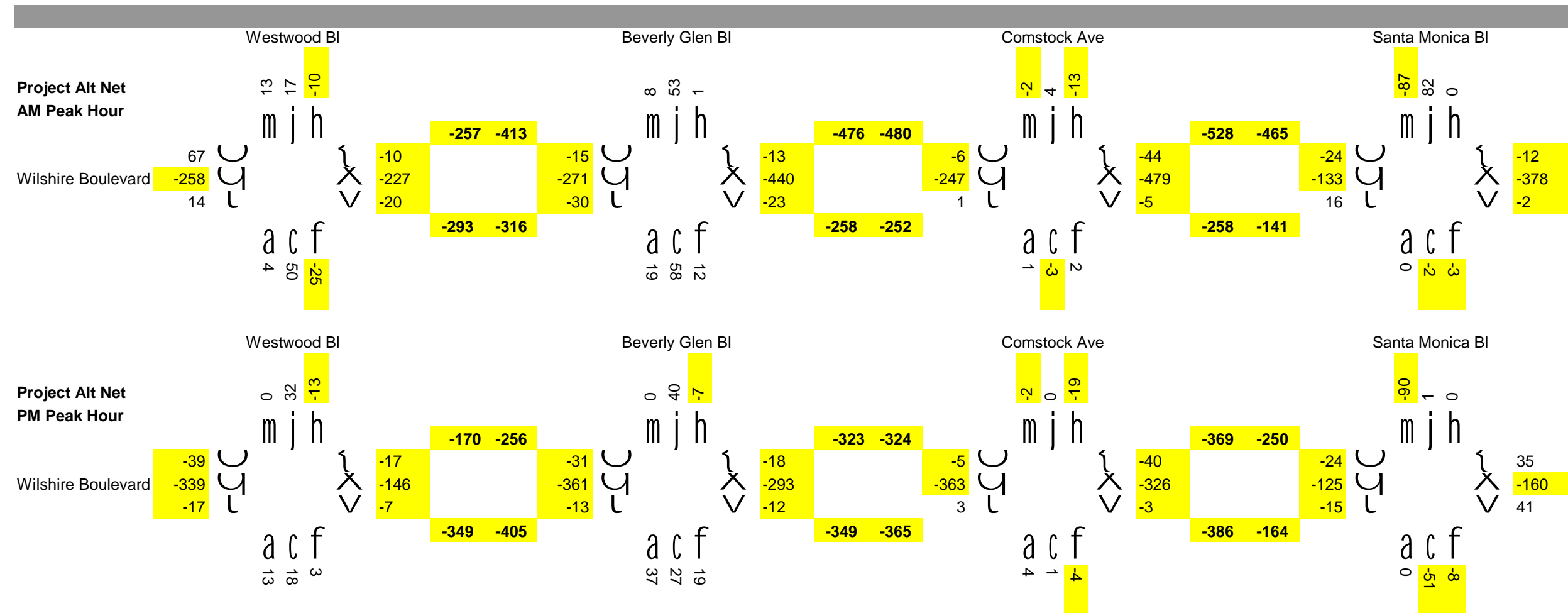
**FIGURE 3-1
INTERSECTION PEAK HOUR TRAFFIC VOLUMES**



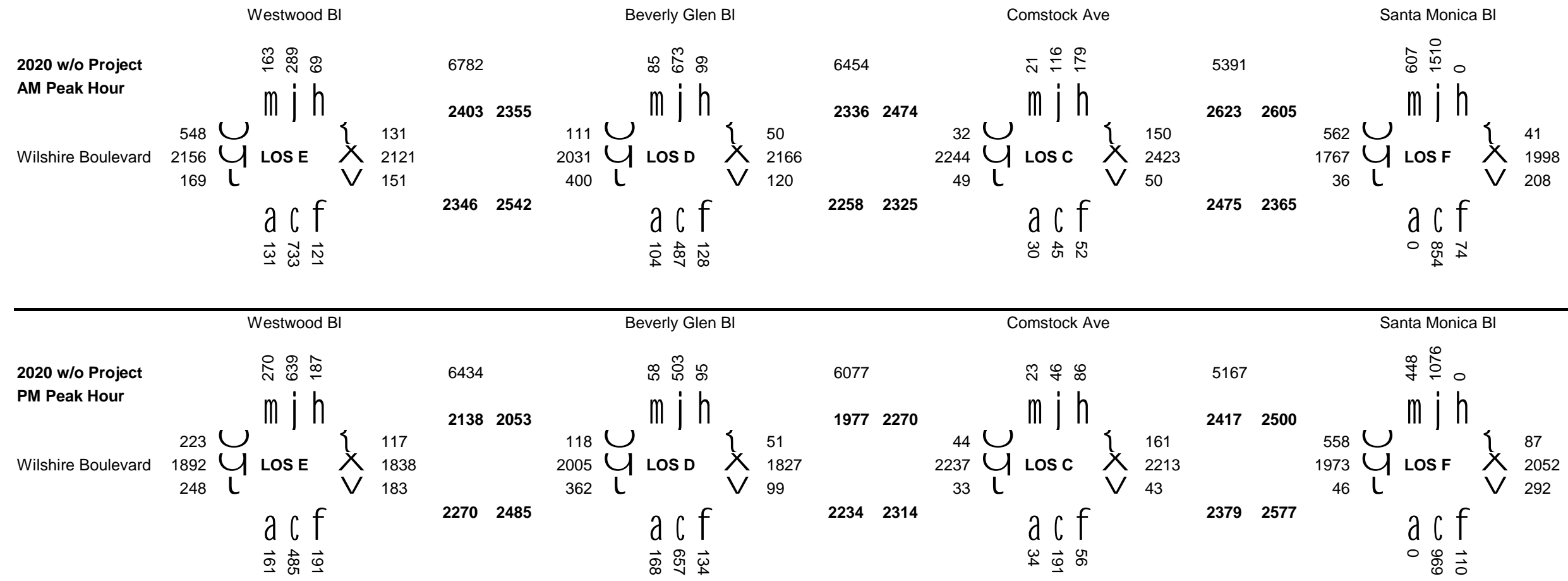
**FIGURE 3-1
INTERSECTION PEAK HOUR TRAFFIC VOLUMES**



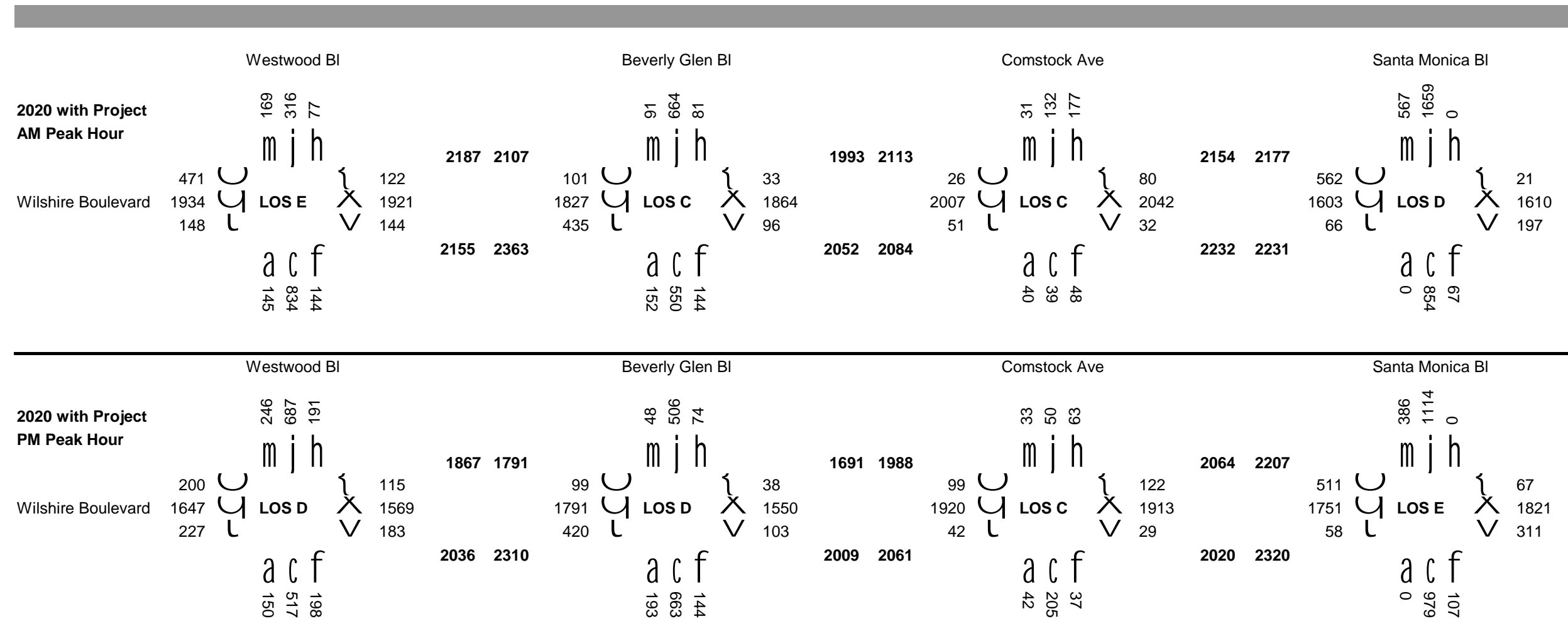
**FIGURE 3-1
INTERSECTION PEAK HOUR TRAFFIC VOLUMES**



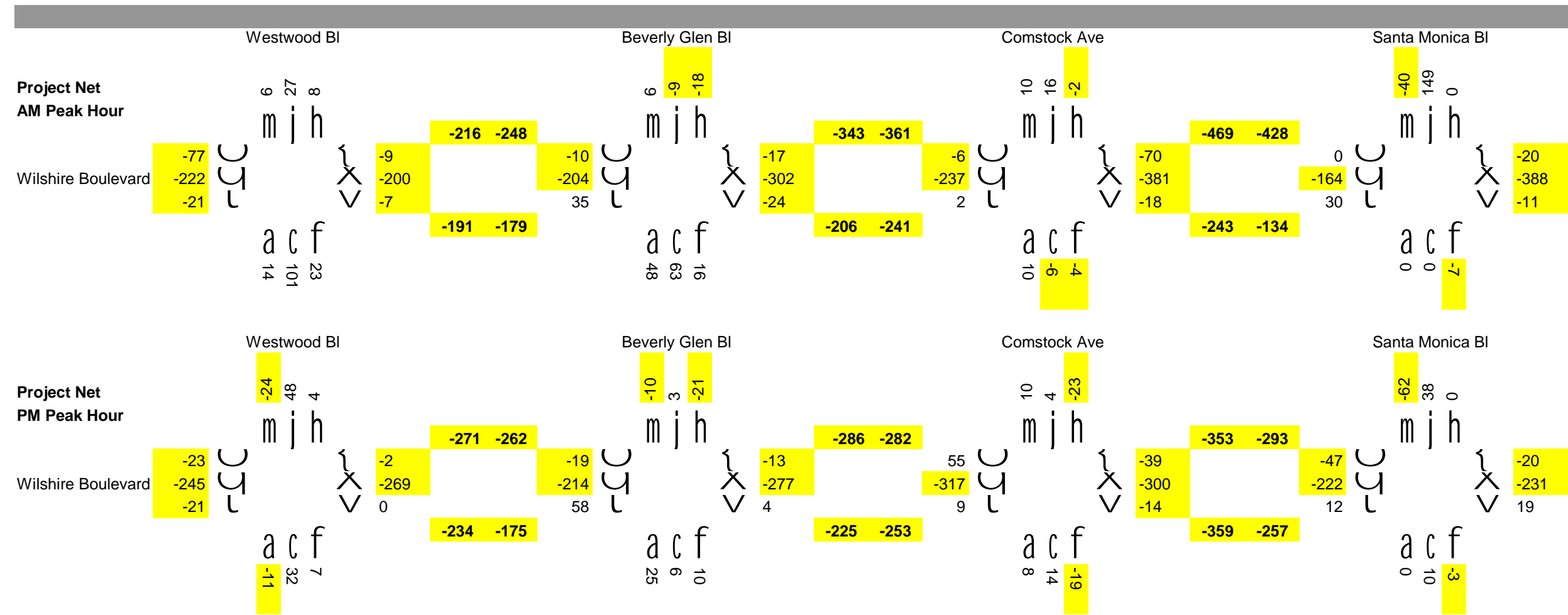
**FIGURE 3-2
INTERSECTION PEAK HOUR TRAFFIC VOLUMES**



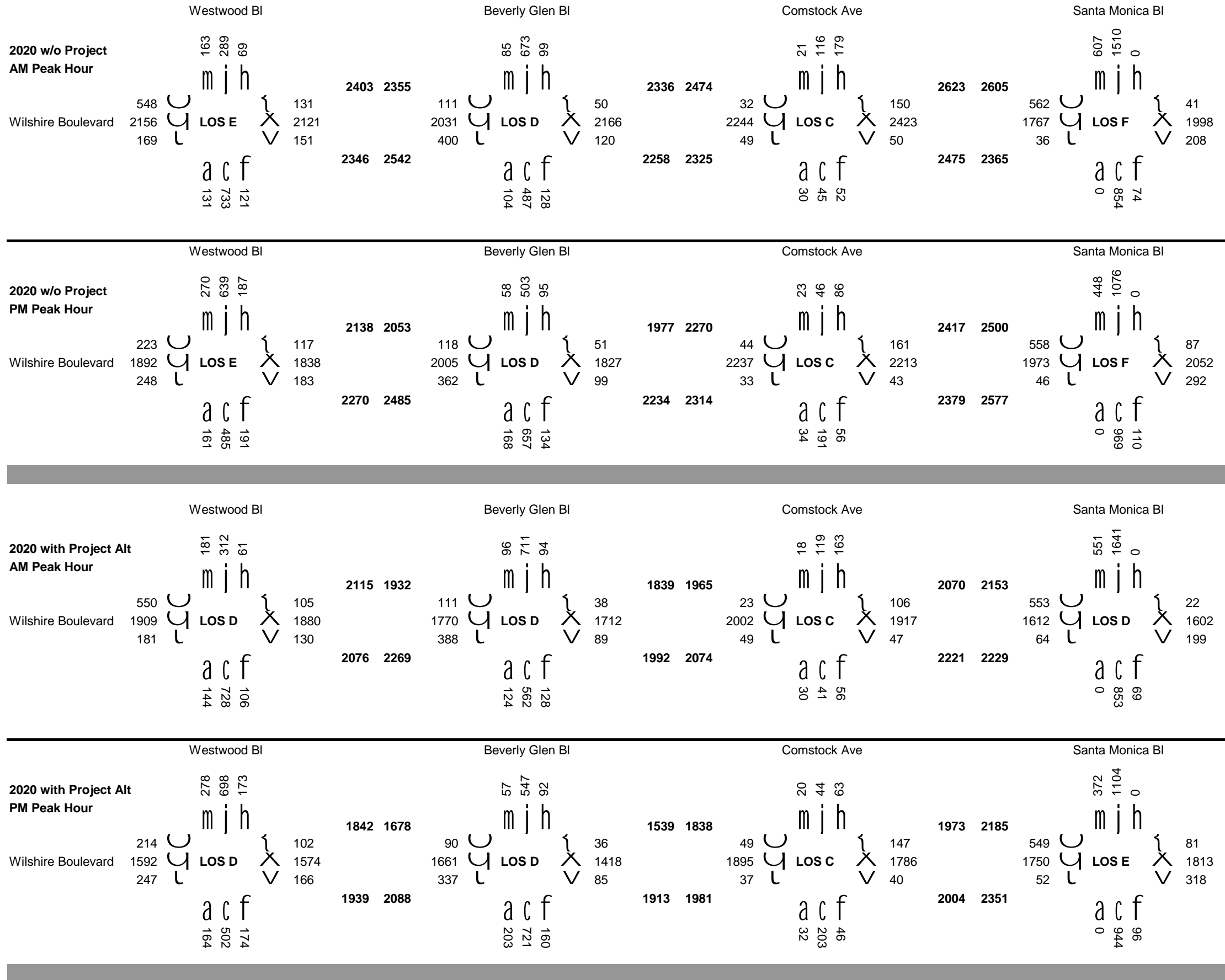
**FIGURE 3-2
INTERSECTION PEAK HOUR TRAFFIC VOLUMES**



**FIGURE 3-2
INTERSECTION PEAK HOUR TRAFFIC VOLUMES**



**FIGURE 3-2
INTERSECTION PEAK HOUR TRAFFIC VOLUMES**



**FIGURE 3-2
INTERSECTION PEAK HOUR TRAFFIC VOLUMES**

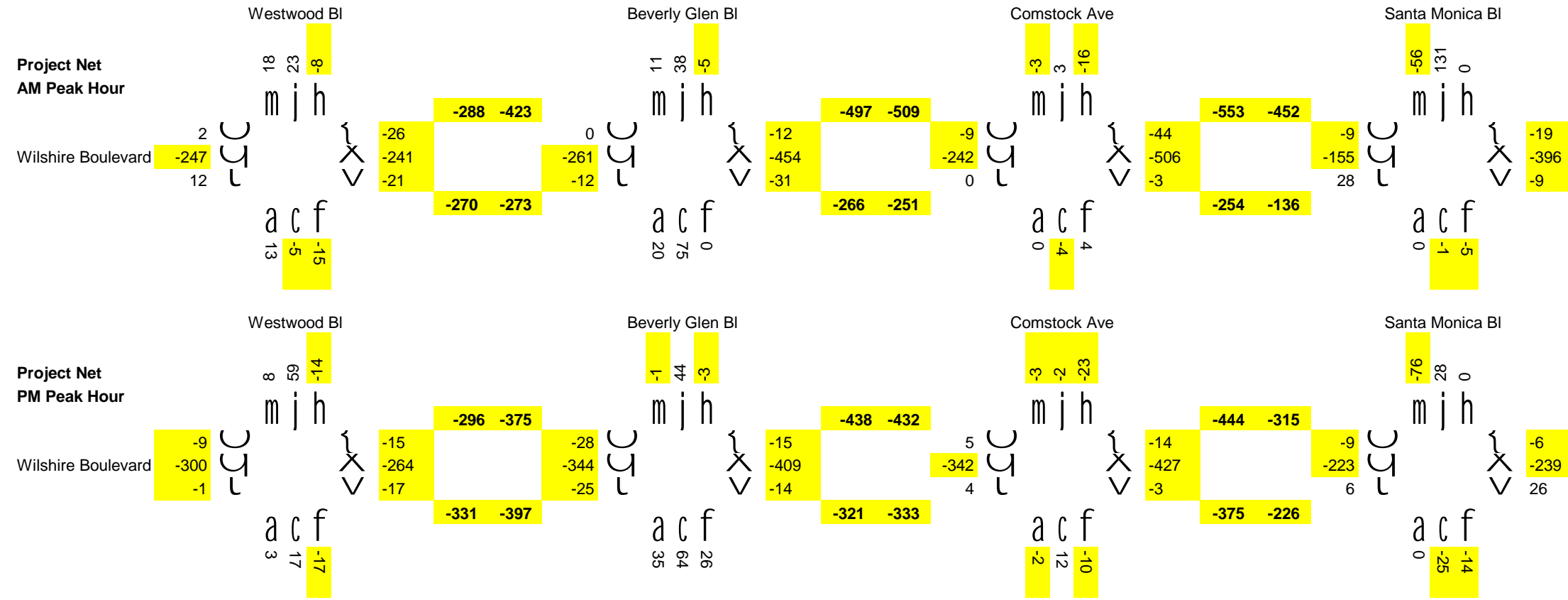


TABLE AS - AM SPEED MODEL (DELAY FUNCTION CALIBRATION)

No	Segment	Direction	Length (Miles)	Posted Speed	Volume	No.of Lanes	Capacity	Segment Travel Time(hrs)	Avg.Speed (computed)	Observed Peak Hour Avg. Speed	% Difference (Observed vs. Computed)	Calibrated Segment Travel Time (Hrs)	Calibrated Average Speed (mph)	% Difference (Observed vs. Calibrated)
2	Wilshire Boulevard Between Devon and Beverly Glen (1)	WB	0.10	30	2031	3	2400	0.004	27.9	27.1	2.793	0.004	27.1	0.075
		EB	0.10	35	1976	3	2400	0.003	32.7	33.6	2.579	0.003	33.6	0.110
4	Wilshire Boulevard Between Holmby and Warner Ave	WB	0.19	35	2184	3	2400	0.006	31.7	37.0	14.228	0.005	35.0	5.503
		EB	0.19	35	2260	3	2400	0.006	31.3	33.3	5.842	0.006	33.3	0.145
5	Wilshire Boulevard Between Warner and Thayer Ave	WB	0.13	35	2259	3	2400	0.004	31.3	34.8	10.097	0.004	34.8	0.100
		EB	0.13	35	2225	3	2400	0.004	31.5	33.7	6.475	0.004	33.6	0.345
7	Wilshire Boulevard Between Westholme and Manning Ave	WB	0.13	35	2255	3	2400	0.004	31.3	33.6	6.847	0.004	33.5	0.420
		EB	0.13	35	2118	3	2400	0.004	32.1	30.4	5.392	0.004	30.6	0.636

NOTE: Speed Model based on standard Bureau of Public Roads Delay Function:

TABLE PS - PM SPEED MODEL (DELAY FUNCTION CALIBRATION)

No	Segment	Direction	Length (Miles)	POSTED Speed	Volume	No.of Lanes	Capacity	Segment Travel Time(hrs)	Avg.Speed (computed)	Observed Peak Hour Avg. Speed	% Difference (Observed vs. Computed)	Calibrated Segment Travel Time (Hrs)	Calibrated Average Speed (mph)	% Difference (Observed vs. Calibrated)
2	Wilshire Boulevard Between Devon and Beverley Glen	WB	0.10	30	1829	3	2400	0.004	28.6	26.68	7.03	0.004	26.59	0.33
		EB	0.10	35	2036	3	2400	0.003	32.5	33.46	2.94	0.003	33.47	0.02
4	Wilshire Boulevard Between Holmby and Warner Ave	WB	0.19	35	1973	3	2400	0.006	32.8	36.1	9.26	0.005	34.80	3.59
		EB	0.19	35	2319	3	2400	0.006	31.0	33.08	6.43	0.006	33.02	0.18
5	Wilshire Boulevard Between Warner and Thayer Ave	WB	0.13	35	1895	3	2400	0.004	33.1	34.28	3.52	0.004	34.12	0.46
		EB	0.13	35	2315	3	2400	0.004	31.0	33.98	8.84	0.004	33.97	0.03
7	Wilshire Boulevard Between Westholme and Manning Ave	WB	0.13	35	2079	3	2400	0.004	32.3	32.97	2.11	0.004	32.70	0.82
		EB	0.13	35	2241	3	2400	0.004	31.4	29.94	4.93	0.004	29.99	0.15

NOTE: Speed Model based on standard Bureau of Public Roads Delay Function:
 Calibrated Delay (travel time) = Length/Speed*(1+a(vol/cap)^b); 'a' and 'b' are calibrated coefficients.
 Calibrated Speed = Length/Cal.Delay

TABLE SS

AM PEAK HOUR SPEEDS

No	Segment	Direction	Current Calibrated Speeds (mph)	2012 Conditions No Project Speeds (mph)	2012 Conditions with Project Speeds (mph)	2012 Conditions with Alternative Speeds (mph)	2020 Conditions No Project Speeds (mph)	2020 Conditions with Project Speeds (mph)	2020 Conditions with Alternative Speeds (mph)
1	Wilshire Boulevard Between Comstock and Devon	WB	32	30	32	33	30	32	33
		EB	32	30	31	31	29	31	31
2	Wilshire Boulevard Between Devon and Beverly Glen	WB	27	25	27	27	25	27	27
		EB	34	32	33	33	31	32	33
3	Wilshire Boulevard Between Beverly Glen and Holmby	WB	33	31	32	33	30	32	33
		EB	31	26	28	29	26	27	28
4	Wilshire Boulevard Between Holmby and Warner Ave	WB	35	35	35	35	35	35	35
		EB	33	31	32	32	31	31	32
5	Wilshire Boulevard Between Warner and Thayer Ave	WB	35	35	35	35	35	35	35
		EB	34	31	32	33	31	32	32
6	Wilshire Boulevard Between Thayer and Westholme	WB	31	28	30	31	28	30	31
		EB	32	27	29	30	27	28	29
7	Wilshire Boulevard Between Westholme and Manning Ave	WB	33	32	33	33	32	33	33
		EB	31	25	28	28	25	27	28
8	Wilshire Boulevard Between Manning and Selby	WB	31	27	29	30	27	29	30
		EB	31	27	29	29	26	28	28
Overall Segment Speed Between Comstock & Selby (Average)		WB	32	30	32	32	30	31	32
		EB	32	29	30	31	28	30	30
Overall Travel Time Delay (minutes) b/w Comstock & Selby (Average)		WB	1.86	1.98	1.90	1.87	1.99	1.91	1.87
		EB	1.86	2.10	1.98	1.96	2.12	2.03	1.99

PM PEAK HOUR SPEEDS

No	Segment	Direction	Observed & Calibrated Speeds (mph)	2012 Conditions No Project Speeds (mph)	2012 Conditions with Project Speeds (mph)	2012 Conditions with Alternative Speeds (mph)	2020 Conditions No Project Speeds (mph)	2020 Conditions with Project Speeds (mph)	2020 Conditions with Alternative Speeds (mph)
1	Wilshire Boulevard Between Comstock and Devon	WB	33	30	29	28	30	31	32
		EB	33	29	27	26	29	31	31
2	Wilshire Boulevard Between Devon and Beverly Glen	WB	27	21	19	18	21	23	25
		EB	33	31	28	28	30	32	32
3	Wilshire Boulevard Between Beverly Glen and Holmby	WB	34	32	31	30	31	33	33
		EB	34	33	32	31	33	33	34
4	Wilshire Boulevard Between Holmby and Warner Ave	WB	35	34	34	34	34	34	35
		EB	33	30	28	27	29	30	32
5	Wilshire Boulevard Between Warner and Thayer Ave	WB	34	31	29	28	30	32	33
		EB	34	32	32	31	32	33	33
6	Wilshire Boulevard Between Thayer and Westholme	WB	33	30	29	28	30	31	32
		EB	31	27	25	23	26	28	30
7	Wilshire Boulevard Between Westholme and Manning Ave	WB	33	29	27	27	28	30	31
		EB	30	24	22	20	23	25	27
8	Wilshire Boulevard Between Manning and Selby	WB	34	31	30	29	30	32	32
		EB	32	28	25	24	27	29	30
Overall Segment Between Comstock & Selby (Average)		WB	33	30	29	28	29	31	32
		EB	33	29	27	26	29	30	31
Overall Travel Time Delay (minutes) b/w Comstock & Selby (Average)		WB	1.83	2.01	2.10	2.16	2.05	1.94	1.90
		EB	1.84	2.05	2.19	2.28	2.09	2.00	1.93

TABLE ST - SPEED & TRAVEL TIME COMPARISONS

PEAK HOUR TRAVEL SPEED SUMMARIES

	Direction	Observed & Calibrated	2012 Conditions No Project	2012 Conditions with Project	2012 Conditions with Alternative	2020 Conditions No Project	2020 Conditions with Project	2020 Conditions with Alternative
<u>AM PEAK HOUR TRAVEL SPEEDS</u>								
Overall average speeds (mph)	WB	32	30	32	32	30	31	32
b/w Comstock & Selby	EB	32	29	30	31	28	30	30
<u>PM PEAK HOUR TRAVEL SPEEDS</u>								
Overall average speeds (mph)	WB	33	30	29	28	29	31	32
b/w Comstock & Selby	EB	33	29	27	26	29	30	31

PEAK HOUR TRAVEL TIME SUMMARIES

	Direction	Observed & Calibrated	2012 Conditions No Project	2012 Conditions with Project	2012 Conditions with Alternative	2020 Conditions No Project	2020 Conditions with Project	2020 Conditions with Alternative
<u>AM PEAK HOUR TRAVEL TIMES</u>								
Overall Travel Time Delay (minutes)	WB	1.86	1.98	1.90	1.87	1.99	1.91	1.87
b/w Comstock & Selby (Average)	EB	1.86	2.10	1.98	1.96	2.12	2.03	1.99
<u>PM PEAK HOUR TRAVEL TIMES</u>								
Overall Travel Time Delay (minutes)	WB	1.83	2.01	2.10	2.16	2.05	1.94	1.90
b/w Comstock & Selby (Average)	EB	1.84	2.05	2.19	2.28	2.09	2.00	1.93

**TABLE PP
EXISTING ON-STREET PARKING CHARACTERISTICS**

Street	From	To	Direction	Parking Restrictions	Number of On-Street Parking Spaces	Number of On-Street Taxi Spaces	Number of On-Street Loading Spaces
Wilshire Bl	Selby Av	Manning Av	EB	PA	6	2	2
			WB	2 Hour 8am-6pm, NSAT	5	0	0
Wilshire Bl	Manning Av	Westholme Av	EB	PA	5	0	0
			WB	2 Hour 8am-6pm, NSAT	1	0	0
Wilshire Bl	Westholme Av	Thayer Av	EB	PA, NSAT	6	0	1
			WB	2 Hour 8am-6pm	11	0	0
Wilshire Bl	Thayer Av	Warner Av	EB	NP, PA	3	0	0
			WB	2 Hour 8am-6pm, NSAT	8	0	0
Wilshire Bl	Warner Av	Homby Av	EB	2 Hour 8am-6pm	14	0	0
			WB	2 Hour 8am-6pm, NSAT	7	0	0
Wilshire Bl	Homby Av	Beverly Glen Bl	EB	NSAT	0	0	0
			WB	NSAT	0	0	0
Wilshire Bl	Beverly Glen Bl	Devon Av	EB	PA	2	0	0
			WB	PA	4	0	0
Wilshire Bl	Devon Av	Comstock Av	EB	PA	1	0	3
			WB	PA, NS 7am-7pm	17	0	0
TOTAL					90	2	6

Notes:

NS = No Stopping
NSAT = No Stopping Anytime
NP = No Parking
NPAT = No Parking Anytime

**TABLE P-AM
EXISTING AM ON-STREET PARKING UTILIZATION**

Street	From	To	Direction	Weekday Utilization [1] @ 7:00 a.m.						Weekday Utilization [1] @ 8:00 a.m.						Weekday Utilization [1] @ 9:00 a.m.					
				Occupied Parking	% Occupied Parking	Occupied Taxi	% Occupied Taxi [2]	Occupied Loading	% Occupied Loading	Occupied Parking	% Occupied Parking	Occupied Taxi	% Occupied Taxi [2]	Occupied Loading	% Occupied Loading	Occupied Parking	% Occupied Parking	Occupied Taxi	% Occupied Taxi [2]	Occupied Loading	% Occupied Loading
Wilshire Bl	Selby Av	Manning Av	EB	6	100%	3	150%	0	0%	6	100%	3	150%	2	100%	6	100%	3	150%	2	100%
			WB	5	100%	0	0%	0	0%	5	100%	0	0%	0	0%	4	80%	0	0%	0	0%
Wilshire Bl	Manning Av	Westholme Av	EB	5	100%	0	0%	0	0%	3	60%	0	0%	0	0%	4	80%	0	0%	0	0%
			WB	1	100%	0	0%	0	0%	1	100%	0	0%	0	0%	1	100%	0	0%	0	0%
Wilshire Bl	Westholme Av	Thayer Av	EB	1	17%	0	0%	0	0%	1	17%	0	0%	0	0%	1	17%	0	0%	0	0%
			WB	4	36%	0	0%	0	0%	6	55%	0	0%	0	0%	7	64%	0	0%	0	0%
Wilshire Bl	Thayer Av	Warner Av	EB	2	67%	0	0%	0	0%	2	67%	0	0%	0	0%	2	67%	0	0%	0	0%
			WB	1	13%	0	0%	0	0%	1	13%	0	0%	0	0%	3	38%	0	0%	0	0%
Wilshire Bl	Warner Av	Homby Av	EB	10	71%	0	0%	0	0%	11	79%	0	0%	0	0%	10	71%	0	0%	0	0%
			WB	4	57%	0	0%	0	0%	5	71%	0	0%	0	0%	4	57%	0	0%	0	0%
Wilshire Bl	Homby Av	Beverly Glen Bl	EB	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
			WB	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Wilshire Bl	Beverly Glen Bl	Devon Av	EB	2	100%	0	0%	0	0%	2	100%	0	0%	0	0%	2	100%	0	0%	0	0%
			WB	4	100%	0	0%	0	0%	4	100%	0	0%	0	0%	4	100%	0	0%	0	0%
Wilshire Bl	Devon Av	Comstock Av	EB	1	100%	0	0%	0	0%	1	100%	0	0%	1	33%	1	100%	0	0%	1	33%
			WB	16	94%	0	0%	0	0%	16	94%	0	0%	0	0%	13	76%	0	0%	0	0%
				62	69%	3	150%	0	0%	64	71%	3	150%	3	50%	62	69%	3	150%	3	50%

Notes:

[1] Parking utilization conducted on Thursday, July 22, 2010.

[2] One taxi parked on red curb

NS = No Stopping

NSAT = No Stopping Anytime

NP = No Parking

NPAT = No Parking Anytime

**TABLE P-PM
EXISTING PM ON-STREET PARKING UTILIZATION**

Street	From	To	Direction	Weekday Utilization [1] @ 4:00 p.m.						Weekday Utilization [1] @ 5:00 p.m.						Weekday Utilization [1] @ 6:00 p.m.					
				Occupied Parking	% Occupied Parking	Occupied Taxi	% Occupied Taxi [2]	Occupied Loading	% Occupied Loading	Occupied Parking	% Occupied Parking	Occupied Taxi	% Occupied Taxi [2]	Occupied Loading	% Occupied Loading	Occupied Parking	% Occupied Parking	Occupied Taxi	% Occupied Taxi [2]	Occupied Loading	% Occupied Loading
Wilshire Bl	Selby Av	Manning Av	EB	5	83%	1	50%	1	50%	4	67%	1	50%	1	50%	6	100%	2	100%	1	50%
			WB	3	60%	0	0%	0	0%	4	80%	0	0%	0	0%	5	100%	0	0%	0	0%
Wilshire Bl	Manning Av	Westholme Av	EB	4	80%	0	0%	0	0%	2	40%	0	0%	0	0%	5	100%	0	0%	1	0%
			WB	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Wilshire Bl	Westholme Av	Thayer Av	EB	1	17%	0	0%	0	0%	1	17%	0	0%	1	100%	6	100%	0	0%	1	0%
			WB	5	45%	0	0%	0	0%	4	36%	0	0%	0	0%	2	18%	0	0%	0	0%
Wilshire Bl	Thayer Av	Warner Av	EB	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
			WB	4	50%	0	0%	0	0%	2	25%	0	0%	0	0%	5	63%	0	0%	0	0%
Wilshire Bl	Warner Av	Homy Av	EB	8	57%	0	0%	0	0%	6	43%	0	0%	0	0%	6	43%	0	0%	0	0%
			WB	2	29%	0	0%	0	0%	3	43%	0	0%	0	0%	2	29%	0	0%	0	0%
Wilshire Bl	Homy Av	Beverly Glen Bl	EB	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
			WB	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Wilshire Bl	Beverly Glen Bl	Devon Av	EB	2	100%	0	0%	0	0%	2	100%	0	0%	0	0%	1	50%	0	0%	0	0%
			WB	3	75%	0	0%	0	0%	2	50%	0	0%	0	0%	2	50%	0	0%	0	0%
Wilshire Bl	Devon Av	Comstock Av	EB	1	100%	0	0%	0	0%	0	0%	0	0%	1	33%	1	100%	0	0%	1	33%
			WB	13	76%	0	0%	0	0%	11	65%	0	0%	0	0%	9	53%	0	0%	0	0%
				51	57%	1	50%	1	17%	41	46%	1	50%	3	50%	50	56%	2	100%	4	67%

Notes:

- [1] Parking utilization conducted on Tuesday, July 20, 2010.
- NS = No Stopping
- NSAT = No Stopping Anytime
- NP = No Parking
- NPAT = No Parking Anytime

TABLE AC
EXISTING TRANSIT BUS CHARACTERISTICS AT BEVERLY GLEN BUS STOP

Bus Number [A]	Direction	AM Peak Period - Number of Buses				Total Number of Buses
		7:00 AM - 8:00 AM		8:00 AM - 9:00 AM		
		# of Buses		# of Buses		
		Stopping	Passing	Stopping	Passing	
MTA 20	Eastbound	5	5	2	7	19
	Westbound	6	4	6	8	24
MTA 720	Eastbound	7	10	10	14	41
	Westbound	11	8	10	9	38
MTA 920	Eastbound	0	6	0	11	17
	Westbound	2	7	0	15	24
SC 792/797	Eastbound	1	0	0	2	3
	Westbound	0	0	0	1	1
CE 431	Eastbound	1	1	0	1	3
	Westbound	0	0	0	0	0
CE 573	Eastbound	1	1	1	0	3
	Westbound	1	0	0	2	3
Subtotal	Eastbound	15	23	13	35	86
	Westbound	20	19	16	35	90
Total		35	42	29	70	176

Bus Number [A]	Direction	PM Peak Period - Number of Buses				Total Number of Buses
		4:00 PM - 5:00 PM		5:00 PM - 6:00 PM		
		# of Buses		# of Buses		
		Stopping	Passing	Stopping	Passing	
MTA 20	Eastbound	3	4	2	3	12
	Westbound	5	2	3	1	11
MTA 720	Eastbound	11	3	13	1	28
	Westbound	5	3	5	1	14
MTA 920	Eastbound	1	8	1	4	14
	Westbound	0	3	1	4	8
SC 792/797	Eastbound	0	1	0	1	2
	Westbound	2	0	1	1	4
CE 431	Eastbound	0	0	0	0	0
	Westbound	0	0	0	1	1
CE 573	Eastbound	0	2	1	1	4
	Westbound	3	1	2	1	7
Subtotal	Eastbound	15	18	17	10	60
	Westbound	15	9	12	9	45
Total		30	27	29	19	105

Notes: [A] MTA - Los Angeles County Metropolitan Transportation Authority
 SC - City of Santa Clarita Transit
 CE - City of Los Angeles Commuter Express

TABLE BB
EXISTING OBSERVED TRANSIT BOARDINGS AT BEVERLY GLEN BUS STOP

Bus Number [A]	Direction	AM Peak Period - Number of Boardings/Alightings						Total Usage
		7:00 AM - 8:00 AM			8:00 AM - 9:00 AM			
		# of Buses	Boardings	Alightings	# of Buses	Boardings	Alightings	
MTA 20	Eastbound	5	11	1	2	2	0	14
	Westbound	6	3	18	6	6	6	33
MTA 720	Eastbound	7	10	10	10	9	21	50
	Westbound	11	3	28	10	4	36	71
MTA 920	Eastbound	0	0	0	0	0	0	0
	Westbound	2	2	1	0	0	0	3
SC 792/797	Eastbound	1	0	2	0	0	0	2
	Westbound	0	0	0	0	0	0	0
CE 431	Eastbound	1	3	1	0	0	0	4
	Westbound	0	0	0	0	0	0	0
CE 573	Eastbound	1	0	1	1	2	0	3
	Westbound	1	0	2	0	0	0	2
Subtotal	Eastbound	15	24	15	13	13	21	73
	Westbound	20	8	49	16	10	42	109
Total		35	32	64	29	23	63	182

Bus Number [A]	Direction	PM Peak Period - Number of Boardings/Alightings						Total Usage
		4:00 PM - 5:00 PM			5:00 PM - 6:00 PM			
		# of Buses	Boardings	Alightings	# of Buses	Boardings	Alightings	
MTA 20	Eastbound	3	4	2	2	6	1	13
	Westbound	5	4	8	3	2	3	17
MTA 720	Eastbound	11	21	5	13	30	9	65
	Westbound	5	2	13	5	7	11	33
MTA 920	Eastbound	1	1	0	1	1	2	4
	Westbound	0	0	0	1	0	3	3
SC 792/797	Eastbound	0	0	0	0	0	0	0
	Westbound	2	5	0	1	3	0	8
CE 431	Eastbound	0	0	0	0	0	0	0
	Westbound	0	0	0	0	0	0	0
CE 573	Eastbound	0	0	0	1	1	2	3
	Westbound	3	8	0	2	4	0	12
Subtotal	Eastbound	15	26	7	17	38	14	85
	Westbound	15	19	21	12	16	17	73
Total		30	45	28	29	54	31	158

Notes: [A] MTA - Los Angeles County Metropolitan Transportation Authority
 SC - City of Santa Clarita Transit
 CE - City of Los Angeles Commuter Express

**TABLE BS
EXISTING OBSERVED BUS SPEED PROFILE & ANALYSIS**

LOCATION OF SURVEY	DIRECTION	MTA RAPID BUSES			MTA LOCAL BUSES			ALL OTHER BUSES		
		85TH %ILE	10 MPH-PACE	% IN PACE	85TH %ILE	10 MPH-PACE	% IN PACE	85TH %ILE	10 MPH-PACE	% IN PACE
AM PEAK PERIOD SPOT SPEEDS (WESTBOUND IS PEAK DIRECTION)										
Wilshire Boulevard w/o Manning Avenue	WB	36	26-35	71	32	24-33	87	39	25-34	50
Wilshire Boulevard e/o Manning Avenue	EB	34	25-34	92	32	23-32	81	37	28-37	76
Wilshire Boulevard w/o Devon Avenue	WB	30	22-31	81	32	19-28	73	26	17-26	100
Wilshire Boulevard e/o Devon Avenue	EB	35	26-35	83	34	25-34	75	43	19-28	50
PM PEAK PERIOD SPOT SPEEDS (EASTBOUND IS PEAK DIRECTION)										
Wilshire Boulevard w/o Manning Avenue	WB	33	24-33	80	31	22-31	72	37	23-32	74
Wilshire Boulevard e/o Manning Avenue	EB	35	23-32	74	34	24-33	67	34	28-37	86
Wilshire Boulevard w/o Devon Avenue	WB	26	16-25	80	29	20-29	88	31	22-31	100
Wilshire Boulevard e/o Devon Avenue	EB	35	27-36	87	32	27-36	76	35	26-35	86

Note: Bus Spot Speed Surveys conducted in the Year 2010.

**TABLE AA
COMPARISON OF INTERSECTION TRAFFIC IMPACTS- PROPOSED PROJECT
WILSHIRE CORRIDOR BETWEEN SANTA MONICA BL & WESTWOOD BL**

YEAR 2012 ANALYSIS

No.	Intersection	Peak Hour	Existing Conditions [a]		Year 2012 without Project Conditions [a]		Year 2012 with Proposed Project Conditions [a]		Project Increase in V/C or Delay	Significant Project Impact
			V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS		
10.	Westwood Boulevard & Wilshire Boulevard [b]	AM	0.636	B	0.769	C	0.827	D	0.058	Yes
		PM	-	F [c]	-	F [c]	-	F [c]	0.015	
	From DEIR Traffic Study [d]	AM	43.1	D	66.8	E	47.6	D	-19.2	No
		PM	48.9	D	62.7	E	49.2	D	-13.5	No
11.	Beverly Glen Boulevard & Wilshire Boulevard	AM	0.769	C	0.875	D	0.798	C	-0.077	No
		PM	0.738	C	0.844	D	0.765	C	-0.079	No
	From DEIR Traffic Study [d]	AM	35.2	D	34.5	C	33.4	C	-1.1	No
		PM	33.7	C	38.1	D	35.1	D	-3.0	No
12.	Comstock Avenue & Wilshire Boulevard	AM	0.605	B	0.675	B	0.787	C	0.112	Yes
		PM	0.623	B	0.689	B	0.797	C	0.108	
	From DEIR Traffic Study [d]	AM	16.5	B	20.6	C	20.6	C	0.0	No
		PM	22.9	C	25.7	C	24.4	C	-1.3	No
13.	Santa Monica Boulevard & Wilshire Boulevard	AM	1.018	F	1.202	F	1.079	F	-0.123	No
		PM	0.891	D	1.199	F	1.106	F	-0.093	No
	From DEIR Traffic Study [d]	AM	57.5	E	87.3	F	53.2	D	-34.1	No
		PM	69.8	E	91.6	F	69.4	E	-22.2	No

YEAR 2020 ANALYSIS

No.	Intersection	Peak Hour	Existing Conditions [a]		Year 2020 without Project Conditions [a]		Year 2020 with Proposed Project Conditions [a]		Project Increase in V/C or Delay	Significant Project Impact
			V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS		
10.	Westwood Boulevard & Wilshire Boulevard [b]	AM	0.636	B	0.816	D	0.877	D	0.061	Yes
		PM	-	F [c]	-	F [c]	-	F [c]	0.023	
	From DEIR Traffic Study [d]	AM	43.1	D	75.2	E	62.3	E	-12.9	No
		PM	48.9	D	64.0	E	52.0	D	-12.0	No
11.	Beverly Glen Boulevard & Wilshire Boulevard	AM	0.769	C	0.899	D	0.841	D	-0.058	No
		PM	0.738	C	0.845	D	0.787	C	-0.058	No
	From DEIR Traffic Study [d]	AM	35.2	D	36.1	D	34.8	C	-1.3	No
		PM	33.7	C	39.4	D	36.4	D	-3.0	No
12.	Comstock Avenue & Wilshire Boulevard	AM	0.605	B	0.707	C	0.804	D	0.097	Yes
		PM	0.623	B	0.709	C	0.837	D	0.128	
	From DEIR Traffic Study [d]	AM	16.5	B	23.3	C	22.0	C	-1.3	No
		PM	22.9	C	26.9	C	24.2	C	-2.7	No
13.	Santa Monica Boulevard & Wilshire Boulevard	AM	1.018	F	1.200	F	1.097	F	-0.103	No
		PM	0.891	D	1.243	F	1.138	F	-0.105	No
	From DEIR Traffic Study [d]	AM	57.5	E	88.0	F	54.4	D	-33.6	No
		PM	69.8	E	109.1	F	77.6	E	-31.5	No

[a] All traffic counts and forecast obtained from Wilshire Boulevard Bus Rapid Transit Project Traffic Impact Analysis-Administrative Draft, Iteris, April 13, 2010.

[b] Based on Transportation Research Board Circular 212 Planning method per LADOT Traffic Study Policies and Procedures.

[c] Traffic counts at this location are not fully representative of the operating conditions due to downstream constraints. LOS is based on field observations and not based on traffic counts.

[d] Based on HCM methodology. Obtained from *Wilshire Boulevard Bus Rapid Transit Project Traffic Impact Analysis-Administrative Draft*, Iteris, April 13, 2010.

**TABLE BB
COMPARISON OF INTERSECTION TRAFFIC IMPACTS- PROJECT ALTERNATIVE
WILSHIRE CORRIDOR BETWEEN SANTA MONICA BL & WESTWOOD BL**

YEAR 2012 ANALYSIS

No.	Intersection	Peak Hour	Existing Conditions [a]		Year 2012 without Project Conditions [a]		Year 2012 with Project Alternative Conditions [a]		Project Increase in V/C or Delay	Significant Project Impact
			V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS		
10.	Westwood Boulevard & Wilshire Boulevard [b] From DEIR Traffic Study [d]	AM	0.636	B	0.769	C	0.841	D	0.072	Yes
		PM	-	F [c]	-	F [c]	-	F [c]	-0.017	No
		AM	43.1	D	66.8	E	49.7	D	-17.1	No
		PM	48.9	D	62.7	E	45.7	D	-17.0	No
11.	Beverly Glen Boulevard & Wilshire Boulevard From DEIR Traffic Study [d]	AM	0.769	C	0.875	D	1.003	F	0.128	Yes
		PM	0.738	C	0.844	D	0.959	E	0.115	Yes
		AM	35.2	D	34.5	C	38.7	D	4.2	Yes
		PM	33.7	C	38.1	D	41.8	D	3.7	No
12.	Comstock Avenue & Wilshire Boulevard From DEIR Traffic Study [d]	AM	0.605	B	0.675	B	0.787	C	0.112	Yes
		PM	0.623	B	0.689	B	0.782	C	0.093	Yes
		AM	16.5	B	20.6	C	20.7	C	0.1	No
		PM	22.9	C	25.7	C	25.1	C	-0.6	No
13.	Santa Monica Boulevard & Wilshire Boulevard From DEIR Traffic Study [d]	AM	1.018	F	1.202	F	1.086	F	-0.116	No
		PM	0.891	D	1.199	F	1.118	F	-0.081	No
		AM	57.5	E	87.3	F	54.1	D	-33.2	No
		PM	69.8	E	91.6	F	76.4	E	-15.2	No

YEAR 2020 ANALYSIS

No.	Intersection	Peak Hour	Existing Conditions [a]		Year 2020 without Project Conditions [a]		Year 2020 with Project Alternative Conditions [a]		Project Increase in V/C or Delay	Significant Project Impact
			V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS		
10.	Westwood Boulevard & Wilshire Boulevard [b] From DEIR Traffic Study [d]	AM	0.636	B	0.816	D	0.853	D	0.037	Yes
		PM	-	F [c]	-	F [c]	-	F [c]	0.002	No
		AM	43.1	D	75.2	E	51.4	D	-23.8	No
		PM	48.9	D	64.0	E	49.2	D	-14.8	No
11.	Beverly Glen Boulevard & Wilshire Boulevard From DEIR Traffic Study [d]	AM	0.769	C	0.899	D	1.022	F	0.123	Yes
		PM	0.738	C	0.845	D	0.984	E	0.139	Yes
		AM	35.2	D	36.1	D	41.1	D	5.0	Yes
		PM	33.7	C	39.4	D	45.1	D	5.7	Yes
12.	Comstock Avenue & Wilshire Boulevard From DEIR Traffic Study [d]	AM	0.605	B	0.707	C	0.802	D	0.095	Yes
		PM	0.623	B	0.709	C	0.797	C	0.088	Yes
		AM	16.5	B	23.3	C	23.0	C	-0.3	No
		PM	22.9	C	26.9	C	25.5	C	-1.4	No
13.	Santa Monica Boulevard & Wilshire Boulevard From DEIR Traffic Study [d]	AM	1.018	F	1.200	F	1.086	F	-0.114	No
		PM	0.891	D	1.243	F	1.126	F	-0.117	No
		AM	57.5	E	88.0	F	53.5	D	-34.5	No
		PM	69.8	E	109.1	F	78.1	E	-31.0	No

[a] All traffic counts and forecast obtained from Wilshire Boulevard Bus Rapid Transit Project Traffic Impact Analysis-Administrative Draft, Iteris, April 13, 2010.

[b] Based on Transportation Research Board Circular 212 Planning method per LADOT Traffic Study Policies and Procedures.

[c] Traffic counts at this location are not fully representative of the operating conditions due to downstream constraints. LOS is based on field observations and not based on traffic counts.

[d] Based on HCM methodology. Obtained from *Wilshire Boulevard Bus Rapid Transit Project Traffic Impact Analysis-Administrative Draft*, Iteris, April 13, 2010.

COMMENT LETTER NO. 19
Brown, Sandy, President
Holmby-Westwood Property Owners Association

Response to Comment No. 19-1

Comment noted; as this comment does not state a concern or a question regarding the adequacy of the analysis in the Draft EIR, no further response is warranted. However, the comment will be forwarded to the decision makers for their review and consideration.

Response to Comment No. 19-2

The comment has been noted and will be forwarded to the decision makers for their review and consideration.

Response to Comment No. 19-3

Please refer to Master Response No. 5 concerning access to residential buildings on Wilshire. The commenter refers to “potential sight-distance and other issues” but does not identify any specific concerns. Under both the proposed project and Alternative A, parking would be prohibited in the curb lane during peak hours when the bus lane is in operation. Under existing conditions, parked vehicles are allowed in some locations on Wilshire Boulevard. Parked vehicles are the primary sight-distance obstruction, and they would be eliminated by the proposed project during peak hours. No new visual obstructions would be introduced by the proposed project. Signage would be located in locations that do not obstruct lines-of-sight. During off-peak hours, when the bus lane is not in operation, sight distance would be essentially the same as it is under existing conditions.

Response to Comment No. 19-4

It is noted that the commenter concludes that the proposed project would not appreciably change vehicle travel speeds in the segment of the corridor studied in the report. However, the conclusion that the average travel speed of all vehicles would not appreciably change does not justify the commenter’s conclusion that the effectiveness of the proposed project in improving bus speeds would be negligible. The report referenced in the comment appears to have measured “spot” bus speeds mid-block. Much of the delay to buses in the segment studies occurs at intersections, where buses must wait in queues with other vehicles. The improvement in bus travel time produced by giving buses their own lane at intersections does not appear to be reflected in the analysis referenced by the comment. Please refer to Master Response No. 6 concerning the potential loss of parking. The Draft EIR/EA and TIA identify intersections that would be significantly impacted by the proposed project and that cannot be mitigated.

Response to Comment No. 19-5

The report referenced in the comment appears to have measured “spot” bus speeds mid-block. Much of the delay to buses in the segment studies occurs at intersections, where buses must wait in queues with other vehicles. The improvement in bus travel time produced by giving buses their own lane at intersections does not appear to be reflected in the analysis referenced by the comment.

Metro Rapid Line 720 has an average peak period speed of approximately 16.5 mph within this segment. This average is well below the posted speed limit of 35 mph. The implementation of bus lanes on Wilshire Boulevard would not only help reduce passenger travel times but, more importantly, the improved travel times would remain relatively constant over time due to the bus lanes’ separation from mixed-flow traffic. The bus lanes would also benefit Local Line 20, which operates 29% slower (on average) than the Metro Rapid Line 720 during peak hours.

Response to Comment No. 19-6

LACMTA is the CEQA lead agency for this project. After consultation and coordination with the City of Los Angeles, LACMTA employed the same traffic impact methodology and criteria for this project that it has employed for other multi-jurisdictional transit projects, such as the Exposition Light Rail Project, and Metro Orange Line Busway Project. The *Highway Capacity Manual* (HCM) methodology has been employed by LACMTA for transit projects because it better captures the traffic delay impacts of changes to signal operations and lane utilization that are often associated with transit projects. The City of Los Angeles, one of the jurisdictions through which this project passes, uses the “Circular 212” methodology, which is better suited to development projects, in which the major issue is the impact of additional vehicle trips generated by the proposed project. The impact criteria have also been used by LACMTA for other transit projects and were established to be equivalent to the City of Los Angeles’ impact criteria.

It is noted that two (Wilshire Boulevard at Westwood Boulevard and Santa Monica Boulevard) of the four intersections referred to by the commenter to reflect conditions between Comstock and Selby Avenues are not, in fact, between those avenues, and that one (Santa Monica Boulevard) of the four said to lie within the City of Los Angeles is, in fact, in the City of Beverly Hills. As suggested by the commenter, the Circular 212 methodology may conclude that there are impacts at locations at which the HCM methodology would not. However, that is because the Circular 212 methodology is not able to account for existing and future lane utilization at the study intersections (i.e., the distribution of vehicles across multiple lanes at the approach to an intersection with more than one lane). Please refer to Master Response No. 2 concerning how lane utilization was determined. As stated above, although the methodology employed differed from the methodology that the City of Los Angeles uses to assess the impacts of development projects, the impact criteria that were employed were determined so as to be equivalent to the City’s criteria.

Response to Comment No. 19-7

Please refer to Response to Comment No. 19-3 above.

Response to Comment No. 19-8

Please refer to Response to Comment No. 19-4 above.

Response to Comment No. 19-9

Please refer to Master Response No. 6 concerning the removal of on-street parking.

Response to Comment No. 19-10

Please refer to Response to Comment No. 19-5 above.

Response to Comment No. 19-11

Please refer to Response to Comment No. 19-6 above.

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Holmby–Westwood Property Owners Association
914 Westwood Boulevard P.M.B. 573
Los Angeles, California 90024
(310) 470–1785

July 25, 2010

Ms. Martha Butler
Project Manager, Wilshire BRT
Metro
1 Gateway Plaza, 99-23-1
Los Angeles, CA 90012

Via email: wilshirebrt@metro.net

Dear Ms. Butler:

Holmby-Westwood Property Owners Association, representing 1100 single family homes adjacent to Wilshire Boulevard in Westwood, voted overwhelmingly to oppose the Wilshire BRT segment on Wilshire Boulevard between Comstock and Glendon Avenues in Westwood.

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The association supports the **NO PROJECT** alternative between Comstock and Glendon Avenues for the following reasons:

- The Westwood segment between Comstock and Selby Avenues was removed from the 2001 DEIR. MTA staff reviewed transit speeds and no significant benefit was felt to exist from the dedicated transit lanes. Transit speeds today do not reflect that there would be any significant benefit from dedicated transit lanes.
- There is currently no traffic delay during peak hours between Comstock and Glendon along the residential mile. If a goal of the BRT is to improve traffic flow, it will not do so in the Westwood segment.
- There is no justification that the BRT will shift riders from auto to public transit and that the number of people moved on buses will increase because buses will go faster.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a “social issue” in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Westwood United Methodist Church Pre-School at Warner Ave. would lose an important buffer zone between the school and Wilshire bus lane as well as the

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- trees in front of Belmont Village and the church which won city approval only a few years ago. | 7
- Increased noise and vibration impacts will occur from buses running closer to residential high-rises, a pre-school, an assisted living complex, and several synagogues and churches. | 8
 - Cut-thru traffic in the single family neighborhoods to the north and south will occur and will reduce quality of life and create safety issues. | 9
 - Nine significantly impacted intersections in our community WILL BE WORSENERD regardless of any mitigation. Four of the nine are UNMITIGATABLE. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact. | 10
 - Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes. Traffic will idle and gridlock will occur in areas where currently these problems do not exist. | 11
 - A severe bottleneck will occur as drivers enter and exit the cities of Beverly Hills and Santa Monica thus increasing gridlock and adding to environmental degradation. | 12
 - A public safety issue would exist if jut-outs are removed. Safe egress from the high-rises would be impossible with the bus lane only a few feet away. | 13
 - The only improvement this segment of Wilshire needs is resurfacing. | 14
 - With 2 lanes eliminated during AM and PM rush hours, two of the three bus lines (720 & 920) will be squeezed into mixed-flow lanes, thus adding to increased congestion for autos. | 15
 - An adverse impact on property values will occur. | 16

The proposed project and Alternative A have segments of Wilshire in LA which do NOT include bus-only lanes. Holmby-Westwood Property Owners Association supports the exclusion of bus-only lanes on the Wilshire segment between Comstock and Glendon Avenues. It supports the retention of jut-outs and the NO PROJECT alternative in Westwood. | 17

Please incorporate the comments submitted by Charles Edelson, PE (7/25/10) into the above letter. | 18

Sincerely,



SANDY BROWN
President, Holmby-Westwood Property Owners Association



COMMENT LETTER NO. 20
Brown, Sandy, President
Holmby-Westwood Property Owners Association

Response to Comment No. 20-1

The Holmby-Westwood Property Owners Association's opposition to the proposed project has been noted and will be forwarded to the decision makers for their consideration.

Response to Comment No. 20-2

Please refer to Master Response No. 9 concerning the applicability of the previous environmental documents.

Response to Comment No. 20-3

Please refer to Master Response No. 9 concerning the applicability of the previous environmental documents. Multiple goals are identified for the proposed project in the Need and Purpose. Some goals may be applicable to some segments of the corridor and not to others. Although the proposed project may not meet every goal in every segment, it would meet some goal in each segment. In the Westwood segment, the proposed project would reduce bus delay caused by intersection queuing.

Response to Comment No. 20-4

Please refer to Master Response No. 10 regarding the anticipated shift of riders from automobiles to public transit.

Response to Comment No. 20-5

Please refer to Master Response No. 6 concerning parking and Master Response No. 5 concerning access to residential buildings.

Response to Comment No. 20-6

Please refer to Master Response No. 11 regarding removal of street trees. In addition, this alternative would retain the buffer between Wilshire Boulevard and the properties that line this major transportation corridor.

Response to Comment No. 20-7

Please refer to Master Response No. 11 regarding removal of street trees. In addition, this alternative would retain the buffer between Wilshire Boulevard and the properties that line this major transportation corridor.

Response to Comment No. 20-8

Please refer to Master Response No. 18 regarding noise and vibration impacts from buses running closer to residential structures.

Response to Comment No. 20-9

Please refer to Master Response No. 13 regarding cut-through traffic in adjacent residential areas.

Response to Comment No. 20-10

The comment has been noted and will be forwarded to the decision makers for consideration. The Draft EIR/EA and the TIA state that nine intersections would experience significant impacts that cannot be mitigated.

Response to Comment No. 20-11

Please refer to Master Response No. 16 regarding traffic flow from Beverly Hills and the impacts of reducing the number of mixed-flow lanes that would create backups from Beverly Hills to Comstock Avenue.

Response to Comment No. 20-12

The Draft EIR/EA and the TIA evaluated potential impacts at the transition areas where lanes are dropped and concluded that satisfactory traffic operations could be maintained through appropriate signage and striping. Wilshire Boulevard is only two lanes in each direction in the City of Santa Monica, even during peak hours, so there would be no reduction in capacity on Wilshire Boulevard as the road passes from Santa Monica to Los Angeles with the implementation of the proposed project.

Response to Comment No. 20-13

Please refer to Master Response No. 5 concerning access to residential buildings.

Response to Comment No. 20-14

The comment has been noted. As this comment does not state a concern or a question regarding the adequacy of the analysis in the Draft EIR, no further response is warranted. However, the comment will be forwarded to the decision makers for their consideration.

Response to Comment No. 20-15

The Metro Rapid Bus Lines 720 and the 920 would travel primarily in the bus lanes and would use the remaining lanes only as needed to pass a bus or other vehicle in the bus lanes.

Response to Comment No. 20-16

There is no basis for the commenter's assertion that the proposed project would result in a decrease in property values.

Response to Comment No. 20-17

Please refer to Master Response No. 8 regarding the exclusion of the segment between Comstock Avenue and Veteran Avenue from the proposed project.

Response to Comment No. 20-18

Comments submitted by Charles Edelson have been included in this document as Letter 42. Please refer to Response to Comment Nos. 42-1 through 42-19.

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LETTER 21

Fname

Sandy

LName

Brown

Org

Email Address

Date

Jun 23, 2010

Format

email

File Name

brown.sandy.062310

Summary

Seeking additional information regarding the study.

Comment

I support Carol Spencer's e-mail below on behalf of 1100 single family homes north of Wilshire Blvd. Please add these comments to the EIR file and any other record relating to the BRT project.

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**COMMENT LETTER NO. 21
Brown, Sandy**

Response to Comment No. 21-1

Comment noted; the comment will be forwarded to the decision makers for their review and consideration.

LETTER 22

Marvin G. Burns
10350 Wilshire Boulevard, PH4
Los Angeles, CA 90024

July 21, 2010

Martha Butler
Metro
One Gateway Plaza, Mail Stop 99-23-1
Los Angeles, CA 90012

Re: Wilshire Bus Rapid Transit (BRT) DEIR

Dear Ms. Butler:

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

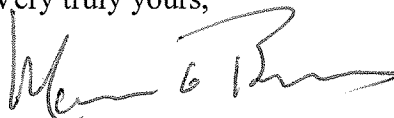
The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevards between Comstock and Glendon Avenues.

It is already nearly impossible to enter traffic from bordering driveways. With bus only lanes the near impossibility will become impossible.

Your continued attempts to impose this impediment to residents' ingress and egress from their homes along Wilshire Boulevard evidences your complete disregard for their comfort, safety and rights. My neighbors and I object, and we will carry our objection to the courts and the ballot box. Watch us.

Stop and reject this bus only lane.

Very truly yours,


Marvin G. Burns

MB:jmm

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COMMENT LETTER NO. 22
Burns, Marvin

Response to Comment No. 22-1

This commenter opposes the proposed project; the comment has been noted and will be forwarded to the decision makers for their consideration.

Response to Comment No. 22-2

In consideration of comments received during the public review of the Draft EIR/EA, LACMTA and LADOT are considering Alternative A (Truncated Project Without Jut-Out Removal) as the preferred alternative. Accordingly, LACMTA and LADOT staff are recommending adoption of this alternative to the LACMTA Board, the Los Angeles City Council, and the Los Angeles County Board of Supervisors. This alternative would result in the retention of the jut-outs.

Response to Comment No. 22-3

Please refer to Master Response No. 5 concerning access to residential buildings along Wilshire Boulevard between Comstock Avenue and Malcolm Avenue.

Response to Comment No. 22-4

This commenter opposes the proposed project; the comment has been noted and will be forwarded to the decision makers for their consideration.

LETTER 23

From: Richard Busby [rsbusby@gmail.com]
Sent: Saturday, July 17, 2010 6:07 AM
To: WilshireBRT
Subject: comment in support of the peak period bus & bike lane

Hello,

I wanted to communicate my support for the improvements on Wilshire to allow for peak bus and bike lanes. Recently I traveled by bicycle on Wilshire on an early Saturday morning, and I thought how great it would be to be able to do that ride during high traffic periods. Having smooth pavement will also be a huge improvement, both for quality of the riding and for safety.

I also use the bus on Wilshire, and would use it MUCH more if I knew it was as fast or faster than driving at rush hour.

Thanks for all the work in making this a reality!
Richard Busby

310.439.8973

**COMMENT LETTER NO. 23
Busby, Richard**

Response to Comment No. 23-1

This commenter supports the proposed project; the comment has been noted and will be forwarded to the decision makers for their consideration.

LETTER 24

From: Jeanbush@aol.com
Sent: Monday, July 26, 2010 11:50 AM
To: WilshireBRT
Cc: jreichmann@comstockhills.com
Subject: NO dedicated BRT lanes between Glendon and Comstock

July 26, 2010

Dear MTA Board Members:

I am a thirty-nine year resident of Comstock Hills and a Board member of our HOA. A lot has shaped and changed our small neighborhood of 300 homes adjacent to Beverly Hills and Century City during that time.

I think the idea of creating dedicated bus lanes from Glendon Ave to Comstock Ave, where the dedicated bus lanes will either begin or end adjacent to Beverly Hills, is an un-thought-out idea. 1

This ALL or NONE thinking, that the same solution fits every segment of the planned Wilshire BRT, doesn't fit what should be the goal of the MTA which should be to create usable public transportation but not destroy neighborhoods in the process.

Dedicated bus lanes for Wilshire between Glendon and Comstock are a bad idea because:

1. Dedicated lanes are not needed. The 2001 study clearly shows there is no slowing of traffic (cars or buses) in this section of Wilshire. In fact it is the fastest moving segment of any other stretch of Wilshire. 2

2. Dedicated lanes will cause severe degradation of our R1 community due to major cut-through traffic during rush hours as drivers seek another route to eastbound Wilshire. 3

3. Dedicated bus lanes in this segment of Wilshire, where traffic and buses already move at high speed will endanger those sharing the dedicated lanes including cyclists, pedestrians, left and right turning vehicles, cars entering Wilshire from driveways, etc. 4

4. Holmby Park, our neighborhood park north of Wilshire at Comstock, is a draw for joggers, walkers, parents and nannies with babies in strollers, and the slower moving elderly. Though there is a signal there, it is a very precarious intersection due to the angle of the intersection, a slight curve. Dedicated bus lanes will encourage faster bus traffic; disgruntled and harried drivers will be less observant of pedestrians, vehicles making turns will not be focusing on those on foot. I fear an even more dangerous intersection. 5

5. There is an unnecessary waste of scarce funds to change Wilshire where it is not broken. No "improvement" is needed. The cookie-cutter approach that one solution fits all is an unfocused, easy way out thinking. 6

I hope you will listen to the many voices with opinions about public transportation. Yes, Los Angeles needs it, but NO, we don't need dedicated bus lanes from Glendon Ave to Comstock Ave. 7

Sincerely,
Jean Bushnell
10348 Eastborne Ave
Los Angeles, CA 90024

COMMENT LETTER NO. 24
Bushnell, Jean

Response to Comment No. 24-1

This commenter opposes the proposed project; the comment has been noted. As this comment does not state a concern or a question regarding the adequacy of the analysis in the Draft EIR/EA, no further response is warranted. However, the comment will be forwarded to the decision makers for their review and consideration.

Response to Comment No. 24-2

Please refer to Master Response No. 12 regarding the bus speeds between Comstock Avenue and Westwood Avenue.

Response to Comment No. 24-3

Please refer to Master Response No. 13 regarding cut-through traffic in adjacent residential areas.

Response to Comment No. 24-4

The safety of cyclists would not be reduced, as lane widths would be no less than they are under existing conditions. Buses and other vehicles should continue to pass cyclists only when it is safe to do so. Bus speeds would not pose a danger, as buses would continue to be subject to the speed limit of the street on which they travel. Speed limits would continue to be set consistent with City of Los Angeles standards for safe operations. Please refer to Master Response No. 5 concerning access to residential buildings and Master Response No. 14 regarding pedestrian safety.

Response to Comment No. 24-5

Please refer to Master Response No. 14 regarding pedestrian safety.

Response to Comment No. 24-6

This commenter opposes the proposed project; the comment has been noted. As this comment does not state a concern or a question regarding the adequacy of the analysis in the Draft EIR/EA, no further response is warranted. However, the comment will be forwarded to the decision makers for their review and consideration.

Response to Comment No. 24-7

This commenter opposes the proposed project; the comment has been noted. As this comment does not state a concern or a question regarding the adequacy of the analysis in the Draft EIR/EA, no further response is warranted. However, the comment will be forwarded to the decision makers for their review and consideration.

LETTER 25

Fname

Daniel

LName

Carrillo

Org

Email Address

daniel@enlaceinternational.org

Date

Jul 10, 2010

Format

email

File Name

carrillo.daniel.070110

Summary

Supports the project. Include Valencia to Park View.

Comment

1. I support the findings of the draft EIR.
2. I urge MTA and LA City Council to adopt the "Alternative A" proposal with one minor amendment. Amend the proposal to include Valencia to Parkview St. segments in the project where the Westlake/Alvarado community resides.
3. I support the expedient implementation of the Wilshire Bus-Only Lanes Project.

**COMMENT LETTER NO. 25
Carillo, Daniel**

Response to Comment No. 25-1

This commenter supports the proposed project and urges adoption of Alternative A with the inclusion of the segment between Valencia Street and Park View Street; the comment has been noted and will be forwarded to the decision makers for their consideration.

Please refer to Master Response No. 7 regarding the request to include the segment between Valencia Street and Park View Street in Alternative A.

LETTER 26

From: sealnbear@aol.com
Sent: Monday, July 26, 2010 12:52 PM
To: WilshireBRT
Subject: Final CD11 Transp. Advis. Comm. Motion--Wilshire Bus Rapid Transit (BRT) Project

MOTION: The CD11 Transportation Advisory Committee advises Metro, LADOT, the FTA and any other relevant governmental bodies that the Draft EIR/EA for the Wilshire BRT Project is inadequate and flawed because the study area did not include any intersections west of the I-405 and north of Wilshire Blvd., and, in addition, it failed to evaluate the overall and/or net increase or decrease in the movement of people which the project will cause along the affected section of Wilshire Blvd.

The CD 11 Transportation Advisory Committee requests that a new draft EIR/EA be prepared to include and evaluate this added data and analysis.

At a minimum, the Draft EIR/EA should address the traffic impacts on Montana Avenue, San Vicente Blvd., Sunset Blvd. west of the 405 freeway, Barrington Avenue north of Wilshire and Bundy Drive north of Wilshire. It should also address the impact on the intersections in Brentwood, including Sunset/Kenter, Sunset/Bundy, Sunset/Barrington Avenue, Sunset/Barrington Place, Sunset/405/Church, Sunset/Carmelina, Montana/Bundy, Montana/San Vicente, Montana/Barrington, San Vicente/Gorham, San Vicente/Bundy, San Vicente/Barrington, San Vicente/Bringham/Federal.

**COMMENT LETTER NO. 26
Council District 11 Transportation Advisory Committee**

Response to Comment No. 26-1

Please refer to Master Response No. 1 for an explanation of how study intersections on these streets were identified. None of the locations identified in the comment met the criteria for inclusion in the traffic analysis. The net change in the number of people moved without or with the proposed project does not constitute a potential impact under CEQA or NEPA and is, therefore, not necessary for evaluating potential project impacts under CEQA or NEPA.

LETTER 27

From: feedback@metro.net
Sent: Monday, July 26, 2010 11:27 AM
To: WilshireBRT
Subject: [Metro.net] customer comment

Comment from

First Name: pinky
Last Name: cerritos
Email: pcerritos@hotmail.com
Phone: 2134478261
URL:

I think this is a great idea! Please add me to your database

**COMMENT LETTER NO. 27
Cerritos, Pinky**

Response to Comment No. 27-1

This commenter supports the proposed project; the comment has been noted and will be forwarded to the decision makers for their consideration. The commenter's name has been added to the project's database.

LETTER 28

Fname

Suzanne

LName

Chase

Org

Email Address

mshchase@yahoo.com

Date

Jun 10, 2010

Format

email

File Name

chase.suzanne.061010

Summary

Supports the project

Comment

I think this is WONDERFUL. Anything to get us out of our cars. I have loved the Big Red Bus, and the metro.

1

**COMMENT LETTER NO. 28
Chase, Suzanne**

Response to Comment No. 28-1

This commenter supports the proposed project; the comment has been noted and will be forwarded to the decision makers for their consideration.



3435 Wilshire Boulevard
Suite 320
Los Angeles, CA 90010-1904

(213) 387-4287 phone
(213) 387-5383 fax
www.angeles.sierraclub.org

July 26, 2010

Martha Butler, Project Manager
Los Angeles County Metropolitan Transportation Authority
Via email: Wilshirebrt@metro.net

Re: Wilshire Bus Rapid Transit Draft EIR comments

The Sierra Club has long supported expanded transit to promote more sustainable and livable communities, and reduce automobile dependency, sprawl development, air pollution, and global warming.

Dedicated bus lanes on Wilshire Boulevard will improve the performance and appeal of buses in this very crowded corridor, especially during the time before the Westside Subway extension is completed to Westwood. **We support Alternative A's** improvements over the original project proposal.

Given that one purpose of the project is to replace pavement damaged by heavy bus traffic, we also raise the question of what entity will maintain the new road surface – with what funds – in the future?

Sincerely,

Darrell Clarke
Angeles Chapter Conservation Chair and Transportation Co-Chair

1

2

COMMENT LETTER NO. 29

**Clarke, Darrell, Angeles Chapter Conservation Chair and Transportation Co-Chair
Sierra Club**

Response to Comment No. 29-1

This commenter supports the proposed project; the comment has been noted and will be forwarded to the decision makers for their consideration.

Response to Comment No. 29-2

As a public street, Wilshire Boulevard would be maintained by the City of Los Angeles Department of Public Works using any funds that are available. As a street with a federal designation, it is eligible for many state and federal funds, as well as local funds and the City's general fund.

LETTER 30

From: Ira Cohen [ira@irapatco.com]
Sent: Wednesday, July 21, 2010 11:04 AM
To: WilshireBRT
Subject: Wilshire Bus Rapid transit Comments

To: Martha Butler, Project Manager
Fr: Ira and Pat Cohen
1506 Club View Drive
Los Angeles, CA 90024

I support **NO PROJECT** between Comstock Ave. and Glendon Ave. for the following reasons:

- The 2001 FEIR shows the area Between Beverly Hills and Westwood Blvd. has the fastest travel times of any segment aalong the Wilshire corridor. Making proposed changes to create a bus only lane during peak hours will create a problem that does not currently exist. | 1
- The FEIR states “peak period transit lane would only be implemented if supported by the local jurisdiction”. Clearly those living along the Wilshire Corridor and adjacent neighborhoods have spoken against the proposed change. | 2
- That same FEIR under the heading *Westwood*, states: “This segment of Wilshire Blvd. (between Comstock and Selby Ave.) is the only segment of Wilshire blvd. 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”. | 3
- Currently, buses travel at accelerated speeds making it dangerous for pedestrians wishing to cross Wilshire at Comstock to walk to the public park. Also, many pedestrians cross Wilshire at Beverly Glen Blvd. to attend synagogues. It would also pose an extreme danger to cyclists. | 4
- Several churches and synagogues located on Wilshire, operate nursery schools. Fast moving buses cause a danger in areas where people drop off children. | 5
- With parking eliminated from 7am – 9am and 4pm – 7pm, a problem is created for those trying to service the many condominium buildings that line Wilshire in this segment. | 6
- The segment of Wilshire Blvd. is the **ONLY** residential corridor of the proposed BRT. | 7

For all of the above reasons, I strongly urge you to eliminate the BRT project from Comstock to Glendon. If it works now, why create Chaos? | 8

Thank you for your consideration.

Pat and Ira Cohen

COMMENT LETTER NO. 30
Cohen, Ira and Pat

Response to Comment No. 30-1

Please refer to Master Response No. 8 regarding the exclusion of the segment between Comstock Avenue and Veteran Avenue from the proposed project and Master Response No. 12 regarding bus speeds between Comstock Avenue and Westwood Boulevard.

Response to Comment No. 30-2

This commenter opposes the proposed project; the comment has been noted. As this comment does not state a concern or a question regarding the adequacy of the analysis in the Draft EIR/EA, no further response is warranted. However, the comment will be forwarded to the decision makers for their review and consideration.

Response to Comment No. 30-3

Please refer to Master Response No. 8 regarding the exclusion of the segment between Comstock Avenue and Veteran Avenue from the proposed project and Master Response No. 12 regarding bus speeds between Comstock Avenue and Westwood Boulevard.

Response to Comment No. 30-4

Please refer to Master Response No. 14 regarding pedestrian safety.

Response to Comment No. 30-5

Please refer to Master Response No. 15 regarding the impacts of bus speeds on churches and schools.

Response to Comment No. 30-6

Please refer to Master Response No. 5 concerning access to residential buildings along Wilshire Boulevard between Comstock Avenue and Malcolm Avenue and Master Response No. 6 concerning removal of on-street parking.

Response to Comment No. 30-7

The comment has been noted and will be forwarded to the decision makers for their consideration.

Response to Comment No. 30-8

The comments have been noted and will be forwarded to the decision makers for their consideration.

LETTER 31

From: feedback@metro.net
Sent: Tuesday, July 20, 2010 7:20 AM
To: WilshireBRT
Subject: [Metro.net] customer comment

Comment from

First Name: Ann
Last Name: Colfax
Email: acolfax@gmail.com
Phone:
URL:

I am a homeowner and long-time resident of Brentwood Park. I strongly support BRT down the length of Wilshire - at least between Western and 26th street. Let's get the buses moving. I would also support it on Santa Monica blvd. 1

**COMMENT LETTER NO. 31
Colfax, Ann**

Response to Comment No. 31-1

This commenter supports the proposed project; the comment has been noted and will be forwarded to the decision makers for their consideration.

LETTER 32

From: Annette Colfax [acolfax@gmail.com]
Sent: Saturday, July 24, 2010 12:59 PM
To: WilshireBRT
Subject: Support for BRT on Wilshire

I am a Brentwood Park homeowner, a boardmember of the Brentwood Park Propertyowners Association, and have lived in the Brentwood area for over 20 years. I strongly support BRT on Wilshire.

A true bus-only lane on Wilshire is badly needed, given the dreadful congestion on the westside. It would give us a viable option for travel during peak hours in peak directions, which we do not have now. It will make the bus system work more effectively and efficiently too - we'll get more service for the money. I am dismayed our councilman is not leading this effort - we can not afford to wait for Beverly Hills or Santa Monica to come on board - the worst congestion is in west LA. I'm all for the subway and the Expo Line, but it is also important to get the public transit we have moving. BRT can be done NOW, with existing funding.

Please put me and my husband, Tom Wilson, a transportation engineer, down as supporters of BRT on Wilshire. We would also support it on other major streets.

Annette

Annette Colfax
306 Avondale Avenue
LA CA 90049

Annette Colfax
310.395.1398
cell: 818.223.1882

**COMMENT LETTER NO. 32
Colfax, Annette**

Response to Comment No. 32-1

This commenter supports the proposed project; the comment has been noted and will be forwarded to the decision makers for their consideration.

LETTER 33

From: feedback@metro.net
Sent: Tuesday, July 20, 2010 10:13 PM
To: WilshireBRT
Subject: [Metro.net] customer comment

Comment from

First Name: Davin
Last Name: Corona
Email: davincorona@gmail.com
Phone:
URL:

1. I support the findings of the draft EIR.
 2. I urge MTA and LA City Council to adopt the "Alternative A" proposal with one minor amendment. Amend the proposal to include Valencia to Parkview St. segments in the project where the Westlake/Alvarado community resides.
 3. I support the expedient implementation of the Wilshire Bus-Only Lanes Project.
 4. We need more bus only lanes that go to the beach and all around Los Angeles
-

**COMMENT LETTER NO. 33
Corona, Davin**

Response to Comment No. 33-1

This commenter supports the proposed project and urges adoption of Alternative A with the inclusion of the segment between Valencia Street and Park View Street; the comment has been noted and will be forwarded to the decision makers for their consideration.

Please refer to Master Response No. 7 regarding the request to include the segment between Valencia Street and Park View Street in Alternative A.

LETTER 34

From: feedback@metro.net
Sent: Friday, July 23, 2010 8:19 AM
To: WilshireBRT
Subject: [Metro.net] customer comment

Comment from

First Name: Chantal
Last Name: Coudoux
Email: toulouse2888@yahoo.com
Phone:
URL:

I fully support the timely implementation of the Wilshire Bus-Only Lanes. It will be extremely efficient. I also support the draft EIR and would urge the city council to adopt the Alternative A proposal but it should include Valencia to Parkview St. segments.

**COMMENT LETTER NO. 34
Coudoux, Chantal**

Response to Comment No. 34-1

This commenter supports the proposed project and urges adoption of Alternative A with the inclusion of the segment between Valencia Street and Park View Street; the comment has been noted and will be forwarded to the decision makers for their consideration.

Please refer to Master Response No. 7 regarding the request to include the segment between Valencia Street and Park View Street in Alternative A.

LETTER 35

Ms. Martha Butler
Project Manager
Wilshire Bus Rapid transit Project
Metro, MS 99-23-1
One Gateway Plaza
Los Angeles, CA 90012

July 24, 2010

Dear Ms. Butler:

I am submitting a few personal comments/questions on the EIR/EA prepared by Metro for the Bus Rapid Transit (BRT) project on Wilshire Blvd. I should also point out that while I am a board member of the West Los Angeles Neighborhood Council and chair of its Planning Land Use Management Committee, my comments are not submitted in either of those capacities.

1

Briefly, I would like to comment on the following aspects of the project which are addressed in the EIR/EA:

1. While I believe that the spirit of CEQA Guidelines Section 15126.6 has been met in the Alternatives Section, Chapter 5, I think that the range of Alternatives might be broadened by combining some elements noted in the respective Alternatives A through C to create at least an additional alternative.
2. There is no substantive treatment of alternatives from the standpoint of economic viability as noted in CEQA Guidelines 15126.6(f)(1). The conversion of curb lanes during AM and PM peak hours will certainly affect contiguous land uses, especially those requiring convenient physical access, by rendering potentially significant economic impacts on local retail and service businesses. Can these impacts be addressed?
3. If the project site constitutes a significant O&D point, what reduction in ADT will be achieved through the proposed regional bus service?
4. One of the general project goals is to “encourage [a] shift from automobile use to public transit by continuing to attract new transit riders.” Can the means for achieving this goal be indicated briefly and what are the implications for reducing congestion on Wilshire Blvd. stemming from its O&D function?
5. Where sidewalks are affected by the project, will any reductions be to a uniform width or range throughout the length of the project? What are the implications for pedestrian movement? My concerns here are focused especially on the Wilshire Blvd. portion between Federal Ave. and Barrington Ave.

2

3

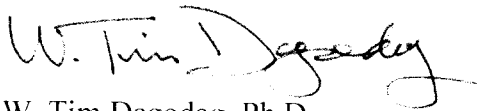
4

5

6

6. While I am fully aware that the scope of air quality impact analysis is dictated by the regulatory environment, I am concerned about particulate matter and the limitation of concern to fine particulates PM_{10} and $PM_{2.5}$. As a considerable body of contemporary research has demonstrated, ultrafine particles $<PM_{2.5}$ constitute a significant public health threat. Could some indication of the adverse effects be noted here? 7
7. Assuming an increase in traffic speeds along Wilshire Blvd. during the operational phase of the project, dBA should increase. Is this aspect reflected in the predicted noise levels? 8
8. Construction noise impacts at four sites are shown to be significant since they exceed the 15 dBA threshold. What specific mitigation measures are appropriate for these sites? 9
9. Ambient sound level measurements, L_{max} , exceed 80dBA for seven locations. During the operational phase of the project, what increases in dBA can be expected at these locations? 10
10. As new construction or modification of existing buildings proceeds along Wilshire Blvd., sound deflection onto surrounding land uses, especially sensitive receptors can be expected. Can this aspect be addressed with appropriate mitigation measures? 11

Thank you for your consideration.



W. Tim Dagodag, Ph.D.
Environmental Education and Communications, Inc.
tdagodag@verizon.net
Phone: 805 407-6467

COMMENT LETTER NO. 35

**Dagodag, Tim, Board Member and Chair of Planning Land Use Management
Committee
West Los Angeles Neighborhood Council**

Response to Comment No. 35-1

The comment has been noted.

Response to Comment No. 35-2

The planning effort for a project includes a process known as public scoping. It is during this time that the public is asked to present ideas and concerns that should be taken into consideration as the plan is initiated, including other alternatives. In the fall of 2009, a 30-day public scoping period was held, including four public scoping meetings, for the Wilshire BRT Project. It was during this time that any other alternatives to be evaluated should have been raised.

Response to Comment No. 35-3

The proposed project would be limited to the public right-of-way and would have no long-term impact to the physical access of local retail and service businesses along Wilshire Boulevard. Chapter 7.0 of the Draft EIR/EA acknowledged that construction work may temporarily reduce the capacity of, and cause delays to, the traffic flow along Wilshire Boulevard. The City and County of Los Angeles would be required to prepare and implement a Traffic Management Plan that would best serve the mobility and safety needs of the motoring public, construction workers, businesses, and community, as well as facilitate the flow of automobile and pedestrian traffic during construction. The plan would consist of a temporary traffic control plan that addresses both the transportation operations and public information components. In order to minimize the traffic impacts to the extent possible, several mitigation measures will need to be implemented along the project corridor to help mitigate the temporary construction impact to traffic and the adjacent businesses. Some of these measures include traffic control devices and possibly flagmen and/or traffic officers, frequent street sweeping, and the implementation of diversions/detours to facilitate traffic flow throughout the construction zones. In addition, a Construction Phasing and Staging Plan would be required to control the impacts of construction in any segment by limiting the areas that may be constructed at a particular time. The goal of the construction phasing plan would be to maximize the work area under construction while minimizing the inconvenience to the businesses and motoring public. The proposed action would be required to comply with the Holiday Moratorium, which prohibits construction work from November 15 through January 2.

A minimum of one-week advance notice would be provided to individual owners (businesses and residences), owner's agents, and tenants of buildings adjacent to work-site before impairing access to those buildings and use of adjacent public ways or prohibiting stopping and parking of vehicles.

Additionally, temporary special signs would be used to mitigate the effects of construction on businesses by informing customers that merchants and other businesses are open and to provide special access directions if warranted. A minimum 3-foot pedestrian access along sidewalks would be maintained at all times.

Public awareness strategies include various methods to educate and reach out to the public, businesses, and the community concerning the project and work zone. The public component piece of the Traffic Management Plan may include organizing and hosting project briefings for area residents, local workforce, commuters and business owners; consultation with area homeowner associations, neighborhood councils, and Business Improvement Districts (BID); responding to telephone calls and e-mails; design and distribution of a project brochure; issuing construction notices to inform public of construction schedules; attending weekly construction progress meetings and reporting community concerns; working closely with affected Council Districts, as well as the Mayor's Los Angeles Business Team to mitigate concerns; issuing news releases to local media to inform public of traffic impacts; and, developing and managing a project website and/or telephone hotline.

Response to Comment No. 35-4

The Wilshire BRT Project would improve local bus service, as well as regional bus service, since the bus lanes would be used for all transit buses. For trips that originate and end at points along Wilshire Boulevard, it is reasonable to expect that a portion of the trips would shift from car trips to bus trips since all buses would experience improved performance. It is expected that people would make the shift after they realize that taking buses would save them time and money. This mode shift would reduce average daily traffic (ADT) along Wilshire Boulevard. However, the actual reduction in ADT along Wilshire Boulevard would be difficult to quantify since the bus lanes would only be in operation during peak periods.

Response to Comment No. 35-5

The Wilshire BRT Project is a means in itself for encouraging a shift from automobile use to public transit by continuing to attract new transit riders. With the improvements made with the implementation of the Wilshire/Whittier Metro Rapid in June 2000, bus travel times were reduced by an average of 29% and ridership increased by almost 40%. Bus lanes are a key attribute of Bus Rapid Transit. Bus lanes make transit usage more attractive by reducing transit travel times, increasing service reliability, and improving safety. Wilshire Boulevard would remain an important origin/destination (O&D); however, more people are anticipated to use public transit to get to and from their destinations. By providing bus lanes during the peak periods when traffic is at its worst, travel times will remain relatively constant due to the bus lane's separation from mixed-flow traffic.

Response to Comment No. 35-6

The majority of sidewalks within the Wilshire BRT Project area would not be affected. The only affected segments are between Bonsall Avenue and Federal Avenue within the County of Los Angeles and between Federal Avenue and Barrington Avenue in the City of Los Angeles, where actual street widening is being proposed. Within the segment between Bonsall Avenue and Federal Avenue, sidewalks would remain at a minimum of 10 feet wide. Within the segment between Federal Avenue and Barrington Avenue, sidewalks would remain at a minimum of 8 feet wide. This sidewalk width of 8 feet would allow for easy pedestrian movement and accessibility.

Eight-foot sidewalks currently exist along several major streets in the City, including streets located in areas with high pedestrian volume, such as the Business District. There is no reported incidence related to the width of those sidewalks. Although the City generally maintains sidewalks at least 10 feet wide, retail activity and pedestrian volumes are fairly low along this segment of the proposed project. Therefore, the reduction of sidewalk widths to create additional capacity for an eastbound bus lane is considered a reasonable re-allocation of limited public right-of-way. Additionally, it avoids the need to acquire additional right-of-way in a built-out segment of Wilshire Boulevard, maintains Americans with Disabilities Act (ADA) standards, and preserves eastbound mixed-flow capacity through a traffic bottleneck. Traffic lanes are already at minimal 10 feet width and cannot be narrowed further for wider sidewalk. A number of businesses in this segment also maintain pedestrian plazas or other publicly-accessible areas along the sidewalks.

Response to Comment No. 35-7

The Draft EIR/EA followed the SCAQMD prescribed methodology for evaluation of localized impacts related to criteria pollutants during long-term operations. All significance conclusions were based on clearly defined thresholds that are sufficiently referenced/sourced within the Draft EIR/EA.

Response to Comment No. 35-8

Noise from motor vehicle traffic associated with the proposed project was analyzed using the data from the project's traffic study (Iteris, 2010), which analyzed change in speeds. Furthermore, the proposed project would not change the existing speed limit.

As explained in the "Project-Related Traffic Noise" subsection within "Section 4.3 Noise" of the Draft EIR/EA, according to the noise analysis (which takes into account vehicle speeds), noise levels along the project corridor are expected to change by no more than 1 dBA along the project corridor. This change would be imperceptible to existing noise-sensitive receptors and would not violate local thresholds.

Response to Comment No. 35-9

As explained in the “Construction Noise” subsection within “Section 4.3 Noise,” of the Draft EIR/EA:

“Although the increases in noise levels would be substantial, the increases would be intermittent and temporary during daytime hours as permitted by the City’s Noise Ordinance (i.e., 7:00 a.m. to 9:00 p.m. during weekdays, and 8:00 a.m. to 6:00 p.m. do Saturdays).”

Nonetheless, noise control measures are recommended during construction to reduce the noise levels to the extent practicable in order to minimize the impact on nearby sensitive receptors.

Specifically, Mitigation Measures N-1 through N-6 would be incorporated into the project contract specifications to minimize construction noise impacts at the sites of concern.

Response to Comment No. 35-10

In the “Operational Impacts” subsection within “Section 4.3 Noise,” of the Draft EIR/EA, operational noise levels were predicted using the Community Noise Equivalent Level (CNEL) descriptor. CNEL is a measure of average noise levels in the community over a 24-hour period. Since the CNEL levels during the operational phase of the project were found to change by no more than 1 dBA, it would be expected that L_{max} levels, if measured during future operational conditions, would also be less or would not increase substantially.

The L_{max} represents the root-mean-square maximum obtainable noise level measured during a given monitoring interval. For the purpose of comparing existing noise levels to predicted future noise levels, the L_{max} is typically not used because it is not an accurate representative measure of the average constant sound level during the interval period. The L_{max} represents a statistical outlier demonstrating the maximum range of noise generated during the interval period. Therefore, the L_{eq} , or average (which takes into account the entire range of values during the measurement period), is used to characterize the noise environment. The L_{max} value is actually part of the range of values during the measurement period out of which the L_{eq} value is constructed. The L_{dn} or CNEL are typically used in characterizing community noise, and also are average measure values (using a 24-hour interval period) of a given range of values.

Using average measurements also gives weight to noise levels during off-peak periods, when quieter conditions produce lower noise levels. This is important because using a measure of L_{max} would inaccurately set a higher than average baseline noise level for a neighborhood and may make increases in noise levels due to construction or change in operational noise conditions appear insignificant even though a quieter existing noise level than represented by the L_{max} may be much more accurate with respect to existing

conditions. Using an average like the CNEL, L_{dn} , or L_{eq} is, thus, a more accurate, representative, and conservative measure.

Response to Comment No. 35-11

The proposed project consists of a linear existing roadway alignment (Wilshire Boulevard), and any noise from the proposed project during construction would be temporary at any one given segment along the total alignment. Therefore, the effect of construction noise from the proposed project, in combination with other building construction or modification projects located along Wilshire Boulevard, would be less-than-significant. Construction of the proposed project would move from one segment to another along the corridor and would not result in long-term construction activities along the whole of the alignment or on a localized stationary site.

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LETTER 36

Fname

Gwen

LName

D'Arcangelis

Org

Email Address

darcange@ucla.edu

Date

Jul 2, 2010

Format

email

File Name

darchangelis.gwen.070210

Summary

Supports the project.

Comment

Make the Bus Only Lanes a reality in LA. There are many many bus riders, and it is an important means for transport in an automobile-packed city. Making a bus only lane will help transportation be more sustainable. We need more public transit, less individual autos. Plus, many people are dependent upon buses, and it is important to make the means of transportation for so many riders more efficient and faster!

1

**COMMENT LETTER NO. 36
D'Arcangelis, Gwen**

Response to Comment No. 36-1

This commenter supports the proposed project; the comment has been noted and will be forwarded to the decision makers for their consideration.

LETTER 37

Fname

Brandon

LName

De Hart

Org

Email Address

chicodejosazules@gmail.com

Date

Jul 4, 2010

Format

email

File Name

dehart.brandon.070410

Summary

Supports the project.

Comment

I am writing to express my support for the proposed bus-only lanes on Wilshire Boulevard. The buses running along Wilshire are undoubtedly the most used lines in the city. I believe this would help the flow of traffic and might make taking public transportation more attractive to those who have a choice in their mode of transportation. It will make much more of a difference to those of us that have to take the bus. This project seems like the least the MTA could do to make the daily lives of bus riders better, especially now that we have been hit with an unfair and arbitrary fare hike. Thank you.

1

**COMMENT LETTER NO. 37
De Hart, Brandon**

Response to Comment No. 37-1

This commenter supports the proposed project; the comment has been noted and will be forwarded to the decision makers for their consideration.

LETTER 38

From: Delshad, Doreen [ddelshad@lausd.net]
Sent: Thursday, July 22, 2010 11:04 PM
To: WilshireBRT
Subject: no on project

I am a local Westwood resident and I oppose the proposed bus lane from Comstock to Glendon. | 1

Thank you,

Dori Delshad

**COMMENT LETTER NO. 38
Delshad, Doreen**

Response to Comment No. 38-1

This commenter opposes the proposed project; the comment has been noted. As this comment does not state a concern or a question regarding the adequacy of the analysis in the Draft EIR/EA, no further response is warranted. However, the comment will be forwarded to the decision makers for their review and consideration.

LETTER 39

From: feedback@metro.net
Sent: Tuesday, July 20, 2010 10:00 AM
To: WilshireBRT
Subject: [Metro.net] customer comment

Comment from

First Name: Daniel
Last Name: Dorman
Email: ddorman8@yahoo.com
Phone:
URL:

Dedicated bus lane a BAD idea.

· The 2001 study shows that there is no slowing of traffic, cars or buses, in that stretch of Wilshire. In fact, it is the fastest moving segment of any other stretch of Wilshire. It moves just fine.

· One alternative is to remove jut-outs that allow access to the buildings along this stretch. As there would be no street parking (approx. 100 spots would be lost), there would be no way to service the high rise buildings, churches, synagogues and the Belmont Assisted Living facility. There are no alleys, so cars would have to enter the neighborhoods for this purpose.

· Buses travel at high speeds in this stretch right now. A dedicated bus lane would allow for greater speeds endangering cyclists and pedestrians who cross Wilshire to go to Holmby Park, synagogues and churches.

· Narrowing car lanes will create backups from Bev. Hills to Comstock, resulting in more pollution from cars sitting in traffic.

· Forcing the stretch from Comstock to Glendon to change when nothing is wrong is a costly waste of City funds and benefits absolutely no one.

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COMMENT LETTER NO. 39
Dorman, Daniel

Response to Comment No. 39-1

This commenter opposes the proposed project; the comment has been noted.

Response to Comment No. 39-2

Please refer to Master Response No. 8 regarding the exclusion of the segment between Comstock Avenue and Veteran Avenue from the proposed project and Master Response No. 12 regarding bus speeds between Comstock Avenue and Westwood Boulevard.

Response to Comment No. 39-3

Please refer to Master Response No. 5 concerning access to residential buildings along Wilshire Boulevard between Comstock Avenue and Malcolm Avenue and Master Response No. 6 concerning removal of on-street parking.

Response to Comment No. 39-4

Please refer to Master Response No. 15 regarding the impacts of bus speeds on churches and schools.

Response to Comment No. 39-5

Please refer to Master Response No. 8 regarding the exclusion of the segment between Comstock Avenue and Veteran Avenue from the proposed project and Master Response No. 12 regarding bus speeds between Comstock Avenue and Westwood Boulevard.

Response to Comment No. 39-6

The comment has been noted and will be forwarded to the decision makers for their consideration.

LETTER __

From: feedback@metro.net
Sent: Wednesday, July 21, 2010 10:37 AM
To: WilshireBRT
Subject: [Metro.net] customer comment

Comment from

First Name: Daniel
Last Name: Dorman
Email: ddorman8@yahoo.com
Phone:
URL:

The Wilshire BRT is a BAD idea.

- The 2001 study shows that there is no slowing of traffic, cars or buses, in that stretch of Wilshire. In fact, it is the fastest moving segment of any other stretch of Wilshire. It moves just fine.
- One alternative is to remove jut-outs that allow access to the buildings along this stretch. As there would be no street parking (approx. 100 spots would be lost), there would be no way to service the high rise buildings, churches, synagogues and the Belmont Assisted Living facility. There are no alleys, so cars would have to enter the neighborhoods for this purpose.
- Buses travel at high speeds in this stretch right now. A dedicated bus lane would allow for greater speeds endangering cyclists and pedestrians who cross Wilshire to go to Holmby Park, synagogues and churches.
- Narrowing car lanes will create backups from Bev. Hills to Comstock, resulting in more pollution from cars sitting in traffic.
- Forcing the stretch from Comstock to Glendon to change when nothing is wrong is a costly waste of City funds and benefits absolutely no one.

Daniel Dorman

**COMMENT LETTER NO. 40
Dorman, Daniel**

Response to Comment No. 40-1

Please refer to Response to Comment Nos. 39-1 through 39-6.

LETTER 41

From: drapkin allen [drapkinus@yahoo.com]
Sent: Tuesday, July 20, 2010 10:54 AM
To: WilshireBRT
Subject: BRT

We favor NO PROJECT for wilshire BRT from comstock ave to glendon.

**COMMENT LETTER NO. 41
Drapkin, Allen**

Response to Comment No. 41-1

This commenter opposes the proposed project; the comment has been noted. As this comment does not state a concern or a question regarding the adequacy of the analysis in the Draft EIR/EA, no further response is warranted. However, the comment will be forwarded to the decision makers for their review and consideration.

CHARLES EDELSON P.E.

CALIFORNIA BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS E 7224 CS 3599
10334 WILKINS AVE. LOS ANGELES, CA 90024

July 25, 2010

Martha Butler, Project Manager
Metropolitan Transit Authority
One Gateway Plaza
Los Angeles, CA 90012.
Via email <wilshirebrt@metro.net>

INTRODUCTION - This letter is a revision and update of my previous letter of October 2009. The update is simple because so very little has changed in the interim. The primary difference between 2009 and 2010 is that a new traffic study has been conducted. Conducting the study was good but the stark discrepancy between the results of the MTA study and the recent LADOT study means that one or both are faulty. This project should not proceed without resolution of the discrepancies. While this is my major new objection to the present DEIR, I also include five other major objections to supplement the objections I have previously raised.

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, 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 seems to want to start their history in 2004. To me this is indeed strange. 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 ten year old response to accommodate the more recent changes.

My response will address the concept of installing bus only lanes on Wilshire Boulevard by dealing with six major issues:

1. Cost Effectiveness
2. Traffic Analysis
3. Basis of Traffic Analysis
4. Alternative Approaches
5. Impacts That Can't be Mitigated
6. Non Participation by Beverly Hills and Santa Monica

2

I. Cost Effectiveness - The Concept, as Presented Through the Years, is Faulty and Should be Delayed or Abandoned Until or Unless the Past Errors are Corrected and a Realistic and Accurate Cost, Benefit, and Impact Analysis is Accomplished.

The basic premise of the project is that bus service will be improved to such an extent that people will ride the bus instead of driving private cars. The DEIR assumes (without evidence or proof) that, while the total traffic capacity of Wilshire will be reduced because the two bus lanes will not be used to full capacity, nevertheless the number of people moved will increase because the buses will go faster. There is no justification for this assumption to be found in the document. Only a vague statement of goals is presented in Section 2.4 of Chapter 2, the Project Description. Previous presentations by the MTA argued the effectiveness vigorously but my rebuttal challenged their methodology and their results and my challenges have never been answered. (In a meeting with Ms. Robinson (LADOT), her staff suggested that they could improve my analysis by substituting actual data for one of my assumptions. That study should be released, if done. If not done, it should be.) **The basic MTA performance claim is lacking and past claims have been false.** Let us examine the history and evidence to substantiate my assertions:

3

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 by increasing levels of bus and automobile traffic and that even the initial success was based on much larger buses with multiple doors and a fare prepayment system 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. 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. This same shift of responsibility from County to City should not be allowed in the current EIR.

4

D. 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 assumed car ridership (1.32 total). A more fair comparison would have been bus capacity to car capacity. I made this calculation. 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. LADOT engineers suggested that they might be able to improve my analysis by using real car ridership data available to them instead of using either my assumption or that of the MTA. **The current DEIR does not even bother to analyze performance. It simply assumes that performance will be improved enough to justify the cost.**

5

The current project must guard against the possibility that the self interests might bias the results. In this case the study was done by and for the MTA, which would benefit from increased bus ridership. This apparent conflict of interest should be eliminated. The studies and preparation of the FEIR should be conducted by an independent agency or, at the least, be reviewed and critiqued by independent practitioners before publication.

E. Effect on Bus Rider Traffic - The basic assumption of the 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.

6

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?

Project Cost Methodology - The cost should be analyzed by including both the cost of construction and also including the cost of traffic delays both during construction and after completion. The cost of the project is not justified and the MTA makes no claim, at least in this document, that it is. The decision should be made primarily on the basis of cost effectiveness and the MTA should be required to present their analytical results and defend their position.

7

Cost Effectiveness Summary - The basic premise of the Wilshire Bus Rapid Transit (bus only lane) Proposal is the assumption 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 also assumed that the reduction in automotive passengers will be overcome by the increase in bus passengers. Past performance improvement arguments have been shown to be in error. This time the claim is not even made but is merely assumed. Before this project is approved, the errors in past studies and study methodologies must be corrected, 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.

7

II. Traffic Analysis - The traffic analysis is faulty. This is immediately apparent when the current MTA analysis is compared to the almost identical LADOT analysis done in 2005. At the request of Council, the LADOT conducted a series of analyses of the impact of instituting bus only lanes on traffic flow (see Appendix G). 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).

8

The new 2010 MTA analysis shows the traffic delays at Beverly Glen **decreased by about 5%** for the base project and increased for the Alternative by about 9%. Similar discrepancies are found at other locations. **Such large discrepancies must be explained before this project is approved and large sums of public money are spent.**

III. Basis of Traffic Analysis - Future developments listed in the DEIR do not include the major developments approved in Century City, the Blade, the Constellation Boulevard project, nor the Robinson's May development nor the two developments planned for the Hilton site. Inclusion of these and other expected developments will make the traffic delays much worse. It is unconscionable for this impact report to ignore the potential of such large traffic generating projects already approved for construction.

9

IV. Alternative Approaches - The Westwood Corridor Should be Excluded as it was in 2001.

The Alternative A Project, which retains the jut outs in the Westwood Corridor area, is presented without justification and comparison with the base project. There are two motivations: improved access for the condo residents and avoidance of residential cut through traffic. The effect of reduced parking and limited delivery access on Wilshire is described but the potential for traffic jams and cut through traffic at Comstock is not, and neither is cited as a motivation. Mitigation of cut through traffic at Comstock is not included in the mitigation list. There is only passing mention of signage indicating that one east bound traffic lane will disappear at Comstock. The relative benefits of Alternative A should be explained and evaluated.

10

A. 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

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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 to the west 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.

11

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 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 County MTA a foregone conclusion.

B. 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. It also increases traffic by requiring traffic to loop through single family residential areas to be able to access driveways now available by making left turns from the median.

12

C. History - 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 the MTA 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 MTA letter to Councilperson Gruel in 2006 (Appendix D).

13

The major discrepancy between the recommendations in the 2001 FEIR and in the present DEIR must be explained. The 2001 report specifically recommended against including the

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Westwood Corridor, yet the present report includes it. Similarly the current report claims the Rosendahl test at Barrington was a success, shut down only to await integration of the rest of the system, while the public record shows intense public outrage over the terrible effect on traffic. The facts have not changed in the interim.

In 2010 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. This study needs to be redone with a thorough analysis of impacts and benefits. When this is done the results will be the same as those reached by the MTA in 2001. They should stand.

14

The only motivation for including the Westwood Wilshire residential Corridor in the project seems to be an arbitrary interpretation of the Federal funding rules that sets a minimum number of miles for a project. It would be far better to seek a better interpretation of the funding rules and apply the Westwood Corridor portion of the money to the midtown area where it could be used to much better advantage. Surely Congressman Waxman would see the wisdom of this approach and support it.

This project is unnecessary and has significant negative impacts in the Wilshire Westwood Corridor. The best solution is to make this corridor a No Project zone which would allow mixed flow in all traffic lanes. Second best is to adopt the Alternative A plan retaining the jut-outs but allowing bus only lanes during peak hours.

15

V. Impacts That Can't be Mitigated - Cost Transfer from County to City - Even the lax standards used by the MTA in this DEIR show 18 or 19 intersections where serious impacts cannot be mitigated. Such impacts cannot be left unresolved and the basis for future major costs. This is an improper transfer of an unfunded liability from the County to the City of Los Angeles.

16

VI. Non Participation by Beverly Hills and Santa Monica - Failure to convince either independent city to join this project is a serious problem. Even if the project should work as claimed in Los Angeles, the overall performance will be severely restricted by these two holes in two of the most congested regions of the Wilshire Boulevard traffic flow system. Why did these two Cities refuse? Their reasons and their negative analyses should be included in the total study.

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Further, exclusion of these two Cities will seriously affect those of us who live near the boundaries. For example, as previously noted, unless the Alternative A Project, which retains the jut outs in the Westwood Corridor is adopted, or a Westwood No Project zone is created, the eastbound traffic will back up and attempt to cut through at Comstock.

Summary - This report presents six reasons why the present DEIR is faulty and why the project needs extensive review and modification before it is considered. **The project is not cost effective, the traffic analysis is faulty, the traffic analysis is based on incomplete consideration of traffic generating approved construction projects, the impacts that can't be mitigated represent a likely transfer of liability to the City, and the non participation of Beverly Hills and Santa Monica impacts its neighbors and their reasoning should be included.**

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In addition to my own evidence against this project, I wish to incorporate by reference the Los Angeles City Council File on this topic, Council File 03-2337-S1, and the 2001 MTA FEIR for the Wilshire Bus Rapid Transit Project..

I also call to your attention the set of briefing charts I include as Appendix A and referenced in the discussion. 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.

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 consultant, 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.

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Sincerely yours,

Charles Edelson, 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

WILSHIRE BUS RAPID TRANSIT THE PHOENIX RISES



Charles Edelsohn
15 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

Our 2001 Flyers Included the LA Times Editorial



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Putting Westside on Rails

Neighborhood Alert

Take one look at the daily crush on the Santa Monica Freeway—or the major east-west surface streets—and there can be little doubt about the need for mass transit on the Westside. Yet other than a few freeway commuter buses, there's nothing, for years, the most thoughtful plan to ease traffic congestion has been held hostage to the self-fulfilling myth that Westsiders will never give up their cars. Now, a new report on the proposed Exposition light rail line should quickly put that misconception to rest and finally get this key transit project out of neutral.

The Exposition line would carry riders between Santa Monica and downtown in about 45 minutes; from there they could easily transfer to Long Beach, the San Fernando Valley and eventually, Pasadena and East Los Angeles. The 17.3-mile route, running largely along Exposition Boulevard near the Santa Monica Freeway, has long been a part of the Metropolitan Transportation Authority's planning because it would be relatively easy and low-cost to build. The MTA already holds title to the right of way, an old railroad line, and could tap federal and state funds already committed to the Westside.

The agency's environmental impact report, released this month, projects Exposition line ridership comparable to that of the Blue Line and more than the Green Line's. That's because the Westside has the highest population, 1.5 million, and employment density of any Southern California area. Moreover, while the next 20 years will surely see significant growth in both population and jobs in an already nearly gridlocked area, no significant expansion of existing freeway and

street networks is planned. Residents along the Blue Line to Pasadena, now under construction, and the proposed Eastside extension have lobbied hard for those two transit alternatives. Meanwhile, the loudest Westside voices the MTA heard for years were those of Chevron Hills and Rancho Park homeowners vehemently opposed to the prospect of trains running by their neighborhoods. A rerouted Exposition line now avoids those areas, dipping south to include parts of Culver City. The line, which was frozen in planning limbo for years, has started to attract the grass-roots support it has long deserved.

But the line still faces high political hurdles on the MTA board, starting with Yvonne Brathwaite Burke, the board's current chairwoman. Burke, a county supervisor, has long resisted this line, although in running through her district it would ease the commuting nightmares of many of her constituents. Burke has tied progress on the Exposition line to approval of a dedicated busway along Wilshire Boulevard for the Metro Rapid bus already running there. But the busway is likely to take up a lane on one of the city's busiest streets while yielding little improvement in the Rapid bus' travel time. The Exposition line potentially serving many more riders, would be faster and less disruptive. Exposition merits approval without linkage to the Wilshire bus.

The MTA will hold a series of public hearings on the Exposition line report beginning May 7. Come July, after Burke rotates off as board chair, the MTA could take action, at long last green-lighting this worthy project.

The MTA plans to remove one lane of traffic in each direction along the entire length of Wilshire Blvd. to construct dedicated busways. The busways will restrict left turns and create safety hazards. The loss of a lane will force motorists to find other streets. From Westwood Village to Comstock, a lane will be added to compensate. From Comstock to Beverly Hills, the three lanes will be reduced to two. We believe this will cause a severe traffic jam in our neighborhood and motorists will attempt to cut through on Comstock or Beverly Glen (already at capacity) to bypass the congestion. The MTA has ignored our request to model the traffic impact and says that, if a problem occurs, the city can provide a remedy, later.

Similarly, the MTA plans to reduce Wilshire between Veteran Avenue and the 405 Freeway to two lanes, creating a severe problem for UCLA commuters.

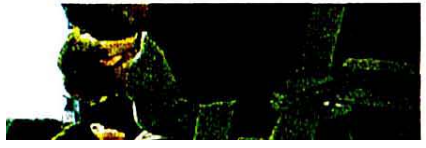
The Santa Monica Transit Parkway is already in the design stage and we are working with LA Public Works to protect CWW from cut through traffic and unsightly power poles. But the Wilshire Blvd. Bus Rapid Transit (BRT) Program is still in the public comment stage and the solution is in the present form. The unused, MTA owned, right-of-way on Exposition Blvd. provides a much better transit alternative with much less adverse effect on current traffic and neighborhoods. To protect our neighborhood we urge you to attend the MTA meetings listed below and to write letters to the MTA.

MTA Public Meetings, MTA City Westside Transit Corridor: Monday, May 7, Peterson Automotive Museum, 6060 Wilshire Blvd. – Wednesday May 9, West Angeles Church of God and Christ, 3045 Crenshaw Blvd. – **Tuesday May 15, Veteran's Administration Hospital, 11301 Wilshire Blvd. Room 1281.** All meetings 5:00 PM to 8:00 PM.

Send Comments by June 15 to: David Mieger, Project Manager, LA County MTA, One Gateway Plaza, Mail Stop 99-22-5, Los Angeles, CA 90012

Charles Edelsohn, Ivan Finkle, Joan Little, Carol Spencer

The Final EIR Said “Mixed Flow” in Westwood



© 2001.

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 mixed-flow 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

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Westwood Homeowners Association

DISCUSSION WITH COUNCILMAN JACK WEISS

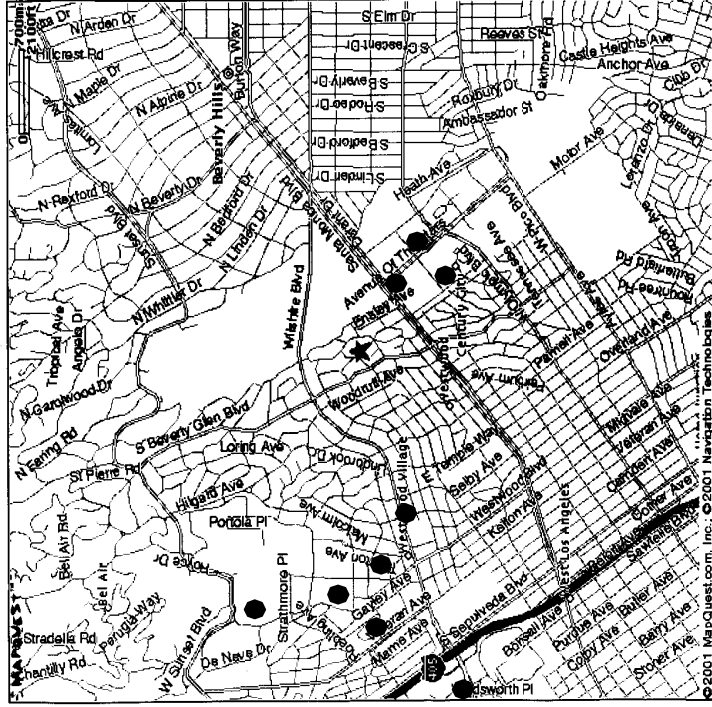
Presenters:

Richard Agay
Mike Metcalfe
Charles Edelson
Bill Wagner

10 January, 2002

WILSHIRE BOULEVARD

Traffic is North South as well as East West



All three transit improvements planned for the Westside concentrate on East-West traffic.
MTA EIR studies admit that North-South traffic is equally bad.

We are severely impacted by N-S traffic seeking the 405, Sepulveda, Beverly Glen, etc.

Traffic Improvements should not be limited by one dimensional thinking.

Bus Rapid Transit Creates Serious Problems for Westwood

Metro Rapid buses do a marvelous job with little negative impact.

But dedicated busways will have severe impacts:

The Bus Rapid Transit (BRT) removes one lane of traffic in each direction. This makes no more sense than the old Diamond Lanes on the Freeway did. We need to ADD traffic lanes, not remove them.

BRT provides little improvement over Metro Rapid buses but brings a host of problems:

It causes bottled up traffic to cut through residential neighborhoods.

It creates major bottlenecks - between the Village and the 405 Freeway and at Comstock.

Until they show how it can work in Westwood, we ask you to oppose it.

The MTA says 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.

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.

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

Persons moved per day

<u>MTA Study</u>	MTA Rapid	MTA BRT
Rapid (@ 90)	39,000	104,000
50,000 Cars (@ 1.32)	66,000	44,000
Total	105,000	148,000
% Change		+41%

<u>Fair Comparison</u>	MTA Rapid	MTA BRT
Rapid (@ 90)	39,000	104,000
50,000 Cars (@ 4)	200,000	133,200
Total	239,000	237,200
% Change		- 1%

UPDATE 2009

CE

BRT Improvement Claims are False

CE

The MTA has claimed that installing bus only lanes will result in a 41% increase in persons moved per day compared to normal bus use.

Their calculation was based on comparing bus **capacity** to automobile **occupancy**.

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**.



Fair Comparison – Capacity vs. Capacity

A fair comparison actually shows a decrease in people moved per day

Persons moved per day

	MTA Rapid	MTA BRT
Rapid (@ 90)	39,000	104,000
50,000 Cars (@ 1.32)	66,000	44,000
Total	105,000	148,000

+41%

Persons moved per day

	MTA Rapid	MTA BRT
Rapid (@ 90)	39,000	104,000
50,000 Cars (@ 4)	200,000	133,200
Total	239,000	237,200

-1%



Fair Comparison – Capacity vs. Capacity

A fair comparison actually shows a decrease in people moved per day

	Persons moved per day		
	MTA Rapid	MTA BRT	MTA BRT
Rapid (@ 90)	39,000	Capacity BRT (@ 135)	104,000
50,000 Cars (@ 1.32)	66,000	Occupancy 33,300 Cars (@ 1.32)	44,000
Total	105,000		148,000

% Change **+41%**

	MTA Rapid	MTA BRT	
Rapid (@ 90)	39,000	Capacity BRT (@ 135)	104,000
50,000 Cars (@ 5)	250,000	Capacity 33,300 Cars (@ 5)	165,000
Total	289,000		269,000

% Change **- 7%**

Really Honest Comparison – Total Ridership



A really honest comparison would have compared total ridership per day for:
90 passenger and 135 passenger buses, both driven the maximum number of trips possible,

without bus lanes and with 50,000 cars and actual car occupancy,

VERSUS

90 and 135 passenger buses

with bus lanes and 33,000 cars.

If we are lucky, the new EIR will do this.

Curitiba



Zev Yaroslavsky 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.

Curitiba Facts from BRT 2001 EIR



“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-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. ...

“The busway uses a signal priority system. However, because the frequency of buses operating on the busway can reach **one bus per minute** during peak hours in the peak direction, **there is a limit on the amount of priority that can be given to the bus without creating unacceptable delays for cross traffic**. As a result, buses operating on the busways were observed stopping at several of the signalized cross streets.

“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**)”

Council Actions



Through the years, the Los Angeles City Council has passed a series of actions in support of the busway system.

This **despite negative reports from the DOT** that instituting busways would have severe negative impacts.

Rosendahl Test Run



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.**

Rosendahl Motion and DOT Report



October 11, 2005 Motion by Bill Rosendahl

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.

~~IT IS HEREBY REQUESTED 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

November 7 Report to Council by DOT

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.



Westwood was still exempted, “due to lack of congestion”.

According to the MTA, in August 2002 the MTA Board of Directors certified the FEIR for the Wilshire Boulevard BRT Project for the entire 13 miles of Wilshire Boulevard between Western Avenue in Los Angeles and Ocean Avenue in Santa Monica. Specifically, the MTA Board adopted the alternative for a curb-lane, peak-hour only bus lane and that the bus lane would be implemented in segments only where local jurisdictions have granted approval to do so. Additionally, 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 the lack of congestion.

Feasibility Study ... between Fairfax and Doheny Intersection delay increases by over 100%.

In 2005, LADOT, at the request of Council District 5, began investigating the feasibility of implementing bus lanes on Wilshire Boulevard between Fairfax Avenue and Doheny Drive in Beverly Hills. LADOT found that conversion of mixed flow traffic lanes to bus lanes would have significant impacts on mixed flow traffic unless extensive mitigation measures could be implemented, including the widening of Wilshire Boulevard. Traffic delay at the intersection of Wilshire Boulevard and San Vicente Boulevard was projected to increase by 102%, from 40 seconds/vehicle to 81 seconds/vehicle, in the AM peak hour. In the PM peak hour, traffic delay at this intersection was projected to increase by 74%, from 35 seconds/vehicle to 62 seconds/vehicle. After implementation of the bus lanes, level of service at this intersection would be LOS E. Traffic delay at the intersection of Wilshire Boulevard and Fairfax Avenue was projected to increase by 83%, from 57 seconds/vehicle to 104 seconds/vehicle, in the AM peak hour. In the PM peak hour, traffic delay at this intersection was projected to increase by 109%, from 44 seconds/vehicle to 91 seconds/vehicle. Level of service at this intersection would be LOS F after implementation of the bus lanes.



In Westwood

DOT predicts 122.4% increased delay at Beverly Glen Boulevard.

LOS declines from D to F.

If traffic shifts to alternate routes (our residential streets) delay increase goes down to only 68.7% at Beverly Glen Boulevard.

LOS remains an F.

		Existing	Option A	Option B	Existing	Option A	Option B
6	Veteran Ave. (0.20 mi. from Sepulveda Blvd.)	111.6 sec	160.1 sec	111.6 sec	240.3 sec	312.5 sec	240.3 sec
	Intersection Delay (sec/veh) Level of Service	F	F	F	F	F	F
7	Westwood Blvd. (0.20 mi. from Veteran Ave.)	109.8 sec	155.8 sec	150.9 sec	72.4 sec	84.6 sec	78.0 sec
	Intersection Delay (sec/veh) Level of Service	F	F	F	E	F	E
8	Beverly Glen Blvd. (1.10 mi. from Westwood Blvd.)	50.9 sec	115.2 sec	50.9 sec	46.7 sec	110.7 sec	46.7 sec
	Intersection Delay (sec/veh) Level of Service	D	F	D	D	F	D
	I/S Delay Comparison with Existing Condition		+122.4%	0%		+137.2%	0%

		Existing	Option A	Option B	Existing	Option A	Option B
6	Veteran Ave. (0.20 mi. from Sepulveda Blvd.)	111.6 sec	142.5 sec	111.6 sec	240.3 sec	294.6 sec	240.3 sec
	Intersection Delay (sec/veh) Level of Service	F	F	F	F	F	F
7	Westwood Blvd. (0.20 mi. from Veteran Ave.)	109.8 sec	129.9 sec	140.9 sec	72.4 sec	79.3 sec	78.0 sec
	Intersection Delay (sec/veh) Level of Service	F	F	F	E	E	E
8	Beverly Glen Blvd. (1.10 mi. from Westwood Blvd.)	50.9 sec	117.4 sec	50.0 sec	46.7 sec	112.5 sec	46.7 sec
	Intersection Delay (sec/veh) Level of Service	D	F	D	D	F	D
	I/S Delay Comparison with Existing Condition		+68.7%	0%		+76.6%	0%



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 EIR or EIS. Some bus lane projects implemented by the City have been cleared as Categorically Exempt under CEQA. However, because the Wilshire bus lanes are expected to result in significant traffic impacts and involve street widenings, the project does not appear to qualify for this type of clearance. Although a prior, abbreviated version of the Wilshire project was environmentally cleared by Metro in its 2002 Wilshire BRT Project Final EIR, BOE's Environmental Division has advised that the broader geographic scope of the current project, extending from Central City West to the Santa Monica City limit, may necessitate another EIR. In addition, the City raised significant concerns about the adequacy of the traffic modeling in Metro's Draft EIR for the Mid-City/Westside Transit Corridor that were never satisfactorily addressed in the Final EIR for the Wilshire BRT Project. In its Very Small Starts application, Metro states that no environmental clearance is required to implement the project, although CEQA clearance may be required for the segments to be widened. Staff is awaiting direction from the FTA about NEPA clearance and expects to follow suit with a conforming CEQA clearance. City staff will work with the City Attorney's Office to determine the appropriate environmental clearances that may or may not be necessary. It is important to note that the preparation of a new or Subsequent EIR would significantly affect the project schedule.

Discussions with CD5 Staff



The CD 5 Staff has been informed about the past history, the prohibition against the 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

Why the Revival of Interest Despite all the Negatives?

CE

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.



August 16, 2007 Report to Council from Transportation Committee

\$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 Wilshire Boulevard Peak Period Bus-Only Lane Project. According to the CLA, subsequent to July 25, 2007, it met informally on a number of occasions with the relevant City agencies and the MTA in regard to this Project to discuss the most appropriate Project options. It was agreed that dividing the Project into two phases would be the most effective way to expeditiously move the project forward and secure funding. Staff work was proceeding on developing a two-phased project; however, on July 31, 2007, the Metro informed 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 transit investment projects, specifically bus speed improvement projects. This Section now includes a new project category called "Very Small Starts." These projects are simple, low-risk projects that qualify for a highly simplified project evaluation and rating process by the FTA. The Metro obtained \$16.7 million in Federal FY 2008 funds for their Rapid Bus Program, one of which operates on Wilshire Boulevard. Finally, the CLA stated that a maximum of \$17 million could be awarded through the FTA program to this Project and in order to access this funding for Federal FY 2009, 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.

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.

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.

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.**



MID-CITY/WESTSIDE TRANSIT CORRIDOR Wilshire Bus Rapid Transit Project Final Environmental Impact Report Executive Summary

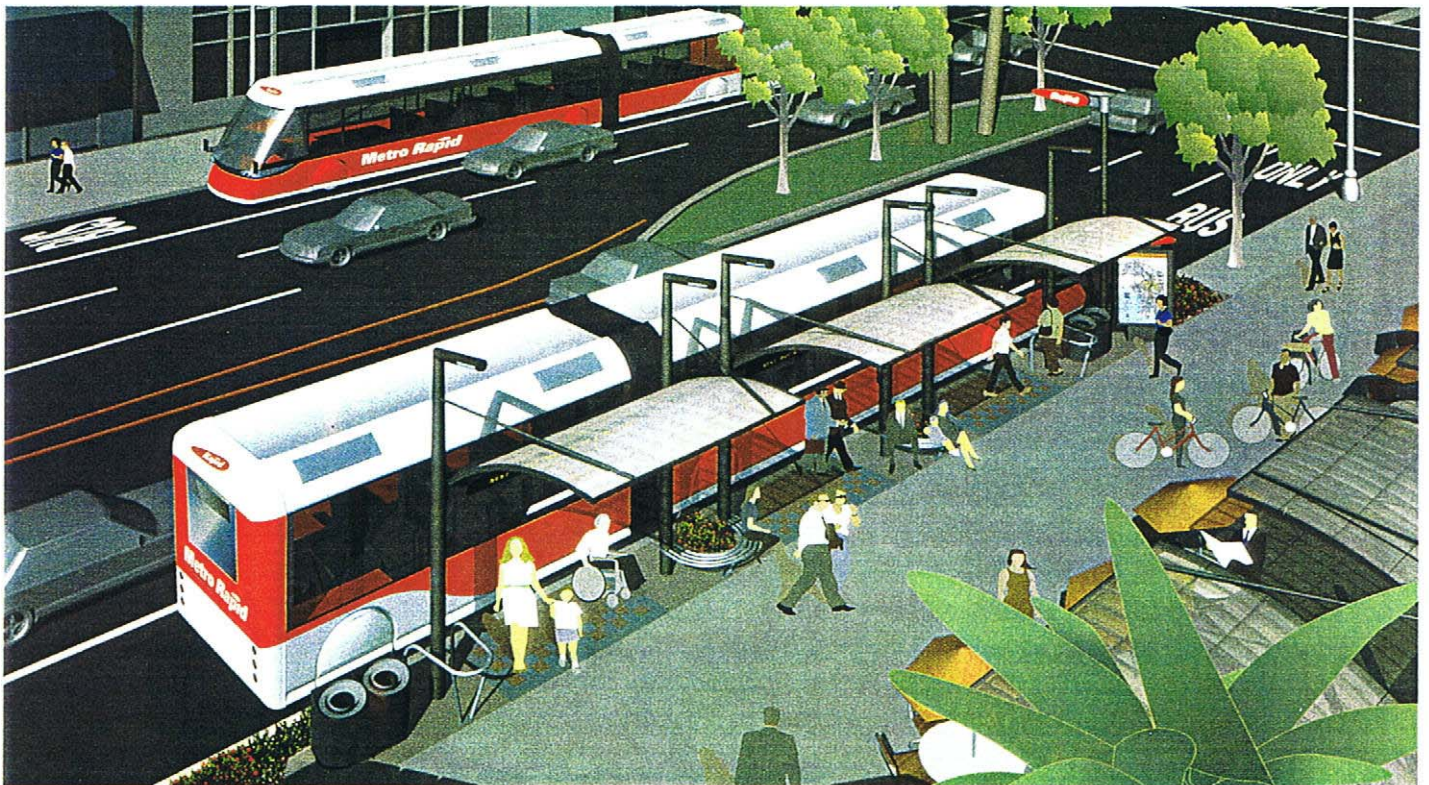
S-1 Final EIR- Purpose and Intended Uses

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.





EXPOSITION LIGHT RAIL

Response to the First Phase of the MTA Westside EIR

June 23, 2000

Submitted to:
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 Los Angeles, CA 90071
 888-625-5440 fax: 213-438-1764

Darrell Clarke
 East-West Transit Coalition
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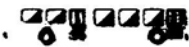
Light Rail Capacity and Speed



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-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. ...

The busway uses a signal priority system. However, because the frequency of buses operating on the busway can reach one bus per minute during peak hours in the peak direction, **there is a limit on the amount of priority that can be given to the bus without creating unacceptable delays for cross traffic.** As a result, buses operating on the busways were observed stopping at several of the signalized cross streets.

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)

INTRODUCTION

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- 5.0 - Community Participation
- 6.0 - References
- 7.0 - List of Preparers
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- 9.0 - Responses to Comments

VOLUME TWO

Engineering Design

For more information contact:
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E-mail- MidCityWestside@mta.net
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:

Notice of Preparation (NOP)—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 de-

scription 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 project-related public involvement opportunities, refer to the Community Participation section of the Final EIR.

Responses to Comments - 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.

MTA Board Actions - The MTA Board took action on June 28, 2001 on several elements of the project. First,



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 curbside BRT operation. The Wilshire BRT median and median-adjacent alternatives were eliminated from further consideration due to the significant impacts associated with them

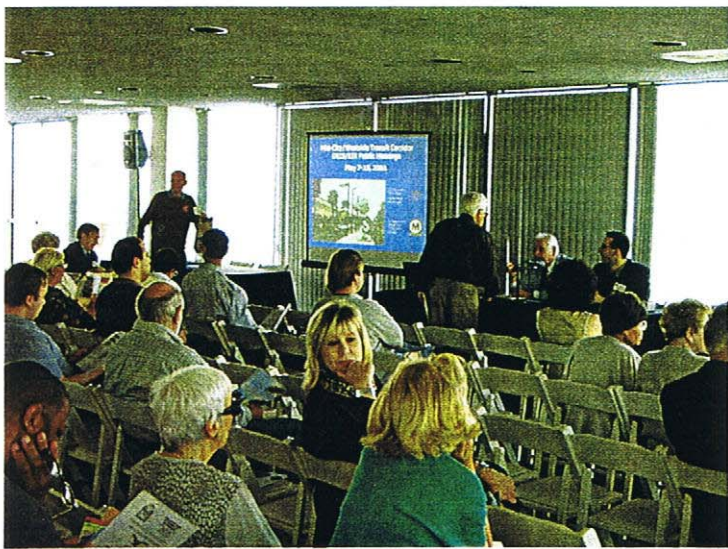
and the issues raised during the public comment period regarding these impacts. The Curb-Lane LPA for the Wilshire BRT Route significantly reduces these impacts. In particular, there are no longer any significant impacts associated with the removal of landscaped medians, the removal of on-street parking, 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 re-

moval and reconstruction of the landscaped medians in the middle of Wilshire Boulevard.

Resolution: 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.

Resolution: The MTA proposal has been revised to now only consider dedicated bus transit lanes only during peak-periods. 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 mixed-flow 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

Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
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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

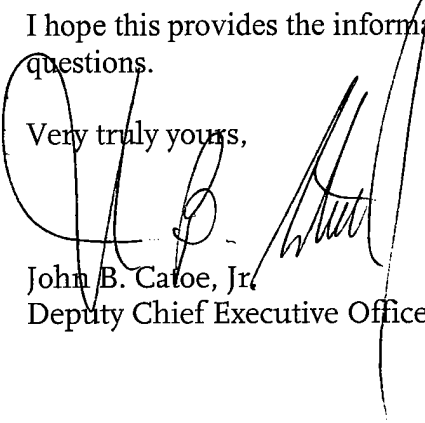
Page 2

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

To: 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 

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 two-block 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

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

TABLE A

WILSHIRE BUS LANES DEMONSTRATION PROJECT			
BEFORE AND AFTER PROJECT IMPACTS ON MIXED FLOW TRAFFIC			
<u>Level of Service (LOS)</u> (HCM Method)	Before Project* (PM Peak Period) 5-6 PM	After Project** (PM Peak Period) 5-6 PM	Change
1. Wilshire / Barrington	D (V/C 0.635)	F (V/C 1.52)	Deterioration (140%)
2. Wilshire / Federal	F (V/C 1.06)	F (V/C 1.51)	Deterioration (42%)
1. Eastbound Wilshire Bl. at Barrington Ave.	1678	1446	-14% (reduction)
2. Westbound Wilshire Bl. at Barrington Ave.	1888	1447	-23% (reduction)
3. Northbound Barrington Ave. at Montana Ave.	743***	907****	22% (increase)
* Feb 2004 ** Jun 2005			
<u>Travel Time</u> (Mixed Flow Traffic)	Before Project* (PM Peak Period) 4-7 PM	After Project** (PM Peak Period) 4-7 PM	Change
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

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
BILL ROSENDAHL
Councilmember, 11th District

SECONDED BY Green

W4


OCT 11 2005

03-2337-21
CD 11

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

From: Gloria J. Jeff, General Manager
Department of Transportation 

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 Journal of Public Transportation 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. End-to-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.

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 on-street 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 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.)

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.

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.
- Selby Avenue to Comstock Avenue – 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 “bump-outs” 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
- 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.

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. End-to-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.)

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.

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.

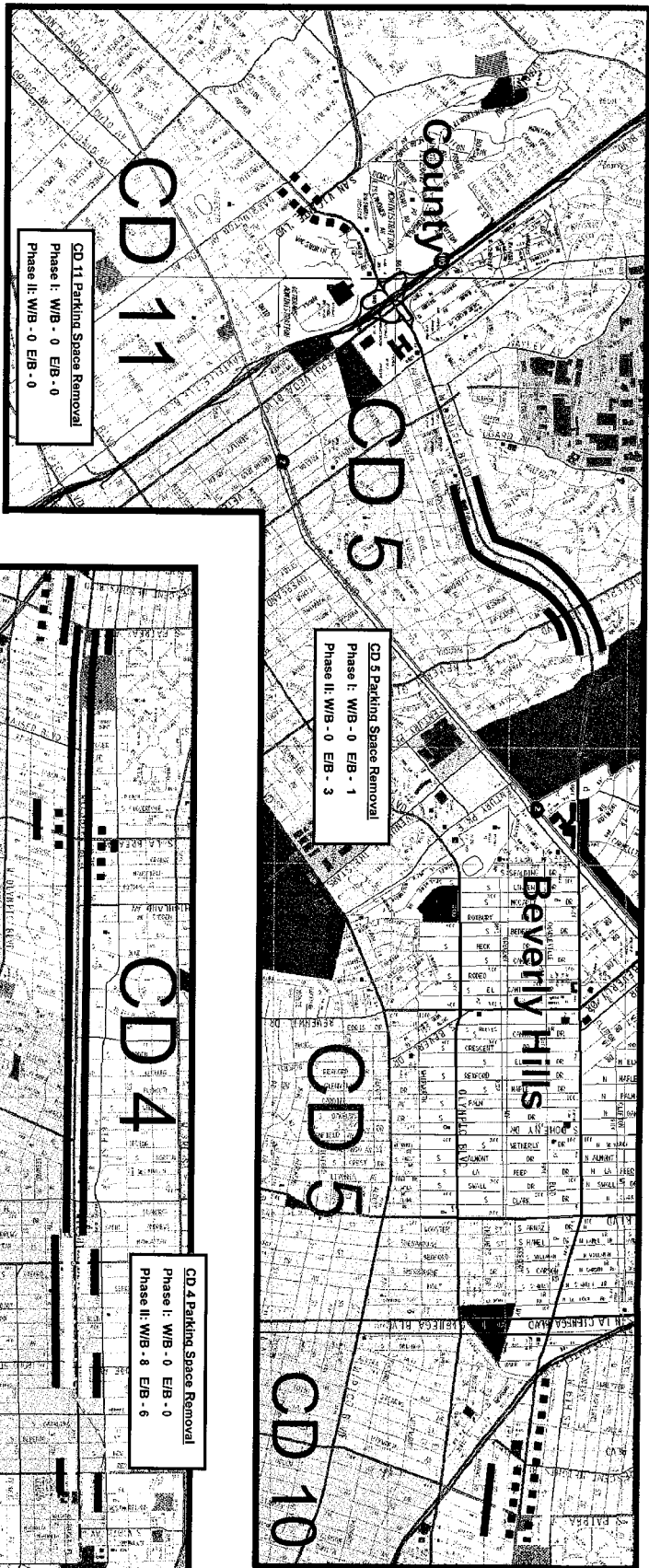
Attachments:

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

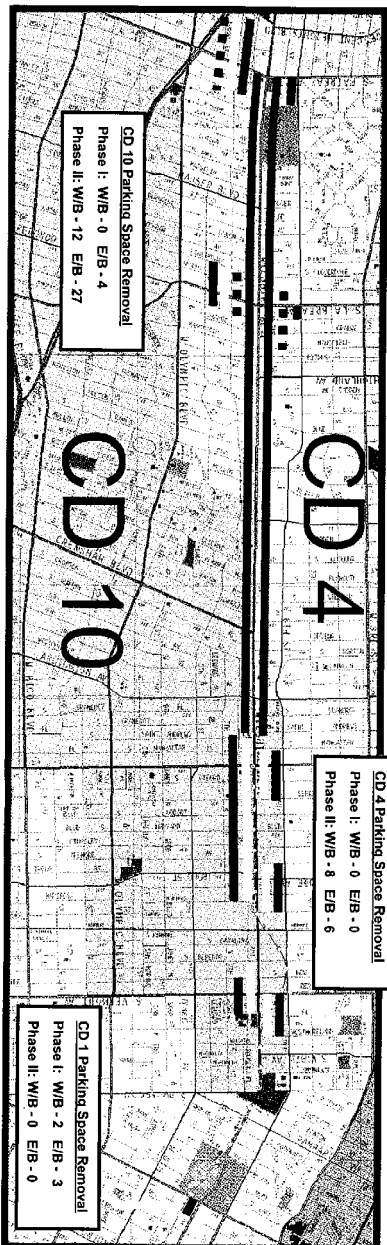
Wishire Boulevard Bus Speed Improvement Measures

Mini Bus Lanes, Street Widening, Sidewalk Reductions, Pavement Reconstruction, Parking Space Removals

ATTACHMENT 1



- Proposed Geometric Changes**
- ▬ Widening by Removing Bump Outs
 - ▬ Widening by Reducing Sidewalks
 - ▬ Bus-only Lane
 - ▬ Parking Space Removal
 - ▬ Reconstruct Curb Lane Pavement



4/19/2007



TABLE A: WILSHIRE BLVD. OVERALL IMPACT ANALYSIS (No Mode Shift)

	Existing Condition	Option A Peak Period ¹ End-to-End Bus Lane		Option B All Day Mini Bus Lane		Option C Engineering Enhancements Only	
			Δ		Δ		Δ
Bus Travel Time	47.96 min ²	36.31 min ³	- 24.29%	39.33 min ⁴	- 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)	C	B		C		C	
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 Δ (CO, NOx, VOC)		+ 20-25%		Negligible		Negligible	
Parking Loss / Revenue Loss Per Year		11 Spaces / \$14,650		67 Spaces / \$84,700		11 Spaces / \$14,650	
Cost within City of Los Angeles ⁹		\$14-16 million		\$22-25 million		\$11-13 million	
Timeframe ¹⁰	Phase I	18 months		18 months		18 months	
	Phase II	3-5 years		3-5 years		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.

TABLE B: WILSHIRE BLVD. OVERALL IMPACT ANALYSIS (Mode Shift)

	Existing Condition	Option A		Option B		Option C	
		Peak Period ¹ End-to-End Bus Lane	All Day Mini Bus Lane	Engineering Enhancements Only	Engineering Enhancements Only	Engineering Enhancements Only	Engineering Enhancements Only
Bus Travel Time	47.96 min ²	36.31 min ³	39.33 min ⁴	43.97 min ⁵	- 8.33%	43.97 min ⁵	- 8.33%
Bus Average Speed	11.91 mph	15.73 mph	14.52 mph	12.99 mph	+ 21.94%	12.99 mph	+ 9.09%
Bus Level of Service (LOS)	C	B	C	C		C	
Mixed Flow Traffic Travel Time	41.63 min ⁶	48.03 min ⁷	39.88 min ⁷	41.63 min ⁸	- 4.21%	41.63 min ⁸	0%
Average Vehicle Delay at Major Intersections	87.40 sec/veh	102.80 sec/veh	85.70sec/veh	87.40 sec/veh	- 1.95%	87.40 sec/veh	0%
Traffic Emission Δ (CO, NOx, VOC)		+ 2-10%	Negligible	Negligible		Negligible	
Parking Loss / Revenue Loss Per Year		11 Spaces / \$14,650	67 Spaces / \$84,700	11 Spaces / \$14,650		11 Spaces / \$14,650	
Cost within City of Los Angeles ⁹		\$14-16 million	\$22-25 million	\$14-16 million		\$11-13 million	
Timeframe ¹⁰	Phase I	18 months	18 months	18 months		18 months	
	Phase II	3-5 years	3-5 years	3-5 years		3-5 years	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., Highland 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

TABLE C: Wilshire Blvd. Major Intersection Delay Analysis (No Mode Shift)

Cross Street		7-9 AM Average			4-6 PM Average		
1	Centinela Ave.	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
	Level of Service	B	B	B	D	D	D
	I/S Delay Comparison with Existing Condition		0%	-2.7%		0%	-2.3%
2	Bundy Ave. (0.30 mi. from Centinela Ave.)	Existing	Option A	Option B	Existing	Option A	Option B
		Intersection Delay (sec/veh)	72.9 sec	72.9 sec	53.2 sec	106.7 sec	106.7 sec
	Level of Service	E	E	D	F	F	F
	I/S Delay Comparison with Existing Condition		0%	-24.6%		0%	-24%
3	Barrington Ave. (0.50 mi. from Bundy Ave.)	Existing	Option A	Option B	Existing	Option A	Option B
		Intersection Delay (sec/veh)	49.8 sec	51.6 sec	49.3 sec	71.4 sec	72.0 sec
	Level of Service	D	D	D	E	E	E
	I/S Delay Comparison with Existing Condition		+3.7%	-1.2%		+0.9%	-1%
4	Federal Ave. (0.10 mi. from Barrington Ave.)	Existing	Option A	Option B	Existing	Option A	Option B
		Intersection Delay (sec/veh)	129.0 sec	171.2 sec	127.5 sec	135.9 sec	147.0 sec
	Level of Service	F	F	F	F	F	F
	I/S Delay Comparison with Existing Condition		+35.8%	-1.2%		+8.2%	-0.5%
5	Sepulveda Blvd. (0.60 mi. from Federal Ave.)	Existing	Option A	Option B	Existing	Option A	Option B
		Intersection Delay (sec/veh)	144.3 sec	187.6 sec	144.3 sec	283.2 sec	328.8 sec
	Level of Service	F	F	F	F	F	F
	I/S Delay Comparison with Existing Condition		+31%	0%		+16.1%	0%
6	Veteran Ave. (0.20 mi. from Sepulveda Blvd.)	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
	Level of Service	F	F	F	F	F	F
	I/S Delay Comparison with Existing Condition		+44.6%	0%		+30.9%	0%
7	Westwood Blvd. (0.20 mi. from Veteran Ave.)	Existing	Option A	Option B	Existing	Option A	Option B
		Intersection Delay (sec/veh)	109.8 sec	155.8 sec	150.9 sec	72.4 sec	84.6 sec
	Level of Service	F	F	F	E	F	E
	I/S Delay Comparison with Existing Condition		+42.8%	+39.1%		+17%	+8.4%
8	Beverly Glen Blvd. (1.10 mi. from Westwood Blvd.)	Existing	Option A	Option B	Existing	Option A	Option B
		Intersection Delay (sec/veh)	50.9 sec	115.2 sec	50.9 sec	46.7 sec	110.7 sec
	Level of Service	D	F	D	D	F	D
	I/S Delay Comparison with Existing Condition		+122.4%	0%		+137.2%	0%
9	San Vicente Blvd. (2.20 mi. from Beverly Glen Blvd.)	Existing	Option A	Option B	Existing	Option A	Option B
		Intersection Delay (sec/veh)	97.0 sec	137.1 sec	68.8 sec	58.5 sec	96.2 sec
	Level of Service	F	F	E	E	F	D
	I/S Delay Comparison with Existing Condition		+41.3%	-29.4%		+69.6%	-16.3%

Cross Street			7-9 AM Average			4-6 PM Average		
10	Fairfax Ave. (0.60 mi. from San Vicente Blvd.)	Intersection Delay (sec/veh)	Existing 98.5 sec	Option A 151.5 sec	Option B 82.0 sec	Existing 93.9 sec	Option A 153.3 sec	Option B 65.6 sec
		Level of Service	F	F	F	F	F	E
		I/S Delay Comparison with Existing Condition		+57.5%	-14.7%		+66.1%	-29.1%
11	La Brea Ave. (1.00 mi. from Fairfax Ave.)	Intersection Delay (sec/veh)	Existing 64.3 sec	Option A 98.7 sec	Option B 62.9 sec	Existing 98.9 sec	Option A 132.5 sec	Option B 84.15 sec
		Level of Service	E	F	E	F	F	F
		I/S Delay Comparison with Existing Condition		+55%	-1.9%		+34.8%	-14.3%
12	Highland Ave. (0.33 mi. from La Brea Ave.)	Intersection Delay (sec/veh)	Existing 33.8 sec	Option A 41.4 sec	Option B 33.8 sec	Existing 58.4 sec	Option A 64.5 sec	Option B 58.4 sec
		Level of Service	C	D	C	E	E	E
		I/S Delay Comparison with Existing Condition		+22.5%	0%		+10.4%	0%
13	Crenshaw Blvd. (1.10 mi. from Highland Ave.)	Intersection Delay (sec/veh)	Existing 85.0 sec	Option A 95.3 sec	Option B 85.0 sec	Existing 88.3 sec	Option A 119.3 sec	Option B 88.3 sec
		Level of Service	F	F	F	F	F	F
		I/S Delay Comparison with Existing Condition		+12%	0%		+37.5%	0%
14	Western Ave. (0.58 mi. from Crenshaw Blvd.)	Intersection Delay (sec/veh)	Existing 44.7 sec	Option A 71.3 sec	Option B 71.3 sec	Existing 58.6 sec	Option A 81.8 sec	Option B 81.8 sec
		Level of Service	D	E	E	E	F	F
		I/S Delay Comparison with Existing Condition		+50.7%	+50.7%		+38.6%	+38.6%
15	Vermont Ave. (1.00 mi. from Western Ave.)	Intersection Delay (sec/veh)	Existing 72.9 sec	Option A 96.9 sec	Option B 96.9 sec	Existing 106.1 sec	Option A 136.9 sec	Option B 136.9 sec
		Level of Service	E	F	F	F	F	F
		I/S Delay Comparison with Existing Condition		+33.4%	+33.4%		+28.3%	+28.3%
16	Alvarado St. (1.00 mi. from Vermont Ave.)	Intersection Delay (sec/veh)	Existing 20.9 sec	Option A 62.3 sec	Option B 20.9 sec	Existing 21.4 sec	Option A 38.0 sec	Option B 21.4 sec
		Level of Service	C	E	C	C	D	C
		I/S Delay Comparison with Existing Condition		+192.5%	0%		+77.6%	0%

Total Delay (sec)	1204.9	1688.4	1228.3	1592.8	2036.9	1571.1
Δ		+40.1%	+1.9%		+27.9%	-1.4%

Notes:

- Option A is for end-to-end peak-period (7-9AM, 4-7PM) bus lanes.
- Option B is for "mini" bus lanes at selected intersections all day. (7AM-7PM)
- 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.

TABLE D: Wilshire Blvd. Major Intersection Delay Analysis (Mode Shift)

Cross Street		7-9 AM Average			4-6 PM Average		
1	Centinela Ave.	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
Level of Service		B	B	B	D	D	D
I/S Delay Comparison with Existing Condition			0%	-2.7%		0%	-2.3%
2	Bundy Ave. (0.30 mi. from Centinela Ave.)	Existing	Option A	Option B	Existing	Option A	Option B
		Intersection Delay (sec/veh)	72.9 sec	72.9 sec	53.2 sec	106.7 sec	106.7 sec
Level of Service		E	E	D	F	F	F
I/S Delay Comparison with Existing Condition			0%	-24.6%		0%	-24%
3	Barrington Ave. (0.50 mi. from Bundy Ave.)	Existing	Option A	Option B	Existing	Option A	Option B
		Intersection Delay (sec/veh)	49.8 sec	49.15 sec	49.3 sec	71.4 sec	71.65 sec
Level of Service		D	D	D	E	E	E
I/S Delay Comparison with Existing Condition			-0.1%	-1.2%		+0.2%	-1%
4	Federal Ave. (0.10 mi. from Barrington Ave.)	Existing	Option A	Option B	Existing	Option A	Option B
		Intersection Delay (sec/veh)	129.0 sec	160.8 sec	127.3 sec	135.9 sec	146.6 sec
Level of Service		F	F	F	F	F	F
I/S Delay Comparison with Existing Condition			+26.8%	-1.3%		+8%	-0.8%
5	Sepulveda Blvd. (0.60 mi. from Federal Ave.)	Existing	Option A	Option B	Existing	Option A	Option B
		Intersection Delay (sec/veh)	144.3 sec	162.2 sec	144.3 sec	283.2 sec	285.1 sec
Level of Service		F	F	F	F	F	F
I/S Delay Comparison with Existing Condition			+12.6%	0%		+0.7%	0%
6	Veteran Ave. (0.20 mi. from Sepulveda Blvd.)	Existing	Option A	Option B	Existing	Option A	Option B
		Intersection Delay (sec/veh)	111.6 sec	142.5 sec	111.6 sec	240.3 sec	294.6 sec
Level of Service		F	F	F	F	F	F
I/S Delay Comparison with Existing Condition			+28.2%	0%		+23%	0%
7	Westwood Blvd. (0.20 mi. from Veteran Ave.)	Existing	Option A	Option B	Existing	Option A	Option B
		Intersection Delay (sec/veh)	109.8 sec	129.9 sec	140.9 sec	72.4 sec	79.3 sec
Level of Service		F	F	F	E	E	E
I/S Delay Comparison with Existing Condition			+18.9%	+29.7%		+10.5%	+5.7%
8	Beverly Glen Blvd. (1.10 mi. from Westwood Blvd.)	Existing	Option A	Option B	Existing	Option A	Option B
		Intersection Delay (sec/veh)	50.9 sec	87.4 sec	50.9 sec	46.7 sec	82.55 sec
Level of Service		D	F	D	D	F	D
I/S Delay Comparison with Existing Condition			+68.7%	0%		+76.6%	0%
9	San Vicente Blvd. (2.20 mi. from Beverly Glen Blvd.)	Existing	Option A	Option B	Existing	Option A	Option B
		Intersection Delay (sec/veh)	97.0 sec	112.3 sec	63.4 sec	58.5 sec	67.4 sec
Level of Service		F	F	E	E	E	D
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	E	F	F	E
		I/S Delay Comparison with Existing Condition		+31.3%	-17.2%		+37.4%	-32.5%
11	La Brea Ave. (1.00 mi. from Fairfax Ave.)	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	E	F	E	F	F	F
		I/S Delay Comparison with Existing Condition		+27.6%	-1.9%		+13.1%	-16.4%
12	Highland Ave. (0.33 mi. from La Brea Ave.)	Intersection Delay (sec/veh)	33.8 sec	35.05 sec	33.8 sec	58.4 sec	59.6 sec	58.4 sec
		Level of Service	C	D	C	E	E	E
		I/S Delay Comparison with Existing Condition		+3.7%	0%		+1.5%	0%
13	Crenshaw Blvd. (1.10 mi. from Highland Ave.)	Intersection Delay (sec/veh)	84.95 sec	94.75 sec	84.95 sec	88.3 sec	117.6 sec	88.3 sec
		Level of Service	F	F	F	F	F	F
		I/S Delay Comparison with Existing Condition		+11.3%	0%		+36.5%	0%
14	Western Ave. (0.58 mi. from Crenshaw Blvd.)	Intersection Delay (sec/veh)	44.7 sec	58.4 sec	64.5 sec	58.6 sec	66.1 sec	73.4 sec
		Level of Service	D	E	E	E	E	E
		I/S Delay Comparison with Existing Condition		+25.7%	+37.4%		+12.5%	+24.6%
15	Vermont Ave. (1.00 mi. from Western Ave.)	Intersection Delay (sec/veh)	72.9 sec	85.95 sec	90.9 sec	106.1 sec	120.1 sec	128.1 sec
		Level of Service	E	F	F	F	F	F
		I/S Delay Comparison with Existing Condition		+18.2%	+25%		+12.8%	+20.1%
16	Alvarado St. (1.00 mi. from Vermont Ave.)	Intersection Delay (sec/veh)	20.9 sec	47.9 sec	20.9 sec	21.4 sec	34.25 sec	21.4 sec
		Level of Service	C	D	C	C	C	C
		I/S Delay Comparison with Existing Condition		+124.7%	0%		+60.1%	0%

Total Delay (sec)	1204.9	1467.5	1196.8	1592.8	1821.8	1545.1
Δ		+21.8%	-0.7%		+14.4%	-3%

Notes:

- Option A is for end-to-end peak-period (7-9AM, 4-7PM) bus lanes.
- Option B is for "mini" bus lanes at selected intersections all day. (7AM-7PM)
- 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.
- A mode shift of 10% is assumed for Option A (except where bus lanes exist)
- A mode shift of 5% is assumed for Option B where bus lanes are proposed.

TABLE E: SUMMARY OF IMPROVEMENTS

	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)	1. Convert existing curb lanes to bus lanes at: <ul style="list-style-type: none"> • 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)	<ul style="list-style-type: none"> • Enhanced Transit Priority System (TPS) • Bus stop relocations • On-street parking removal • Other traffic engineering improvements 	\$1 Million
<ul style="list-style-type: none"> • Curb lanes pavement repair between Western Avenue and San Vicente Boulevard 		\$3-4 Million	18 months
<ul style="list-style-type: none"> • Concrete bus pads at 200 locations 		\$7-8 Million	18 months
Total		\$11-13 Million	18 months

**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

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August 1, 2002

JUN 20 2000

SCANNED
IN RMC

CHARLES EDELSON

10334 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 through 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,

A handwritten signature in black ink, appearing to read "Charles Edelsohn", with a long horizontal flourish extending to the right.

Charles Edelsohn

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 Edelson

COMMENT LETTER NO. 42
Edelsohn, Charles

Response to Comment No. 42-1

The comment has been noted and will be forwarded to the decision makers for their review and consideration.

Response to Comment No. 42-2

There was a Mid-City/Westside Transit Corridor, Wilshire Bus Rapid Transit Project Final Environmental Impact Report (FEIR) published in 2002. In order to prepare for the FEIR of 2002, work began as early as 2000. This work conducted is part of public record.

Response to Comment No. 42-3

The test was conducted in Council District 11 (CD 11), not Council District 6. Councilmember Rosendahl did not request the “test.” The bus lanes were put in as a demonstration project under former CD 11 Councilmember Cindy Miscicowski in 1994. The City Council later voted to make the bus lanes “permanent.” Councilmember Rosendahl then asked that the bus lanes be removed until they could be integrated into a larger project. This project addresses the traffic congestion problem that occurred after the demonstration project bus lanes were installed in 1994 by widening the eastbound side of Wilshire Boulevard between Barrington Avenue and Bonsall Avenue and extending the left-turn pocket on the eastbound direction at the intersection of Wilshire Boulevard and Sepulveda Boulevard.

Response to Comment No. 42-4

Any mitigation measure required to mitigate project impacts are included as part of the overall Wilshire BRT Project and project funding, a majority of which is federal funding. The mitigation measures identified in the Draft EIR/EA will be implemented prior to the opening of the bus lanes.

Response to Comment No. 42-5

The proper and fair comparison for the curb lane performance should be the total ridership between buses and cars. Since the proposed project would convert the curb lanes into bus lanes during AM and PM peak periods only, the comparison should be made just for these peak hours. Currently, the curb lanes can carry a maximum of 800 cars per lane per hour. With the correct average occupancy of 1.32 persons per car, the total person throughput with cars is 1,056 persons per lane per hour. When converted to bus lanes, the curb lanes would carry approximately 30 buses per lane per hour. The average passenger load is approximately 50 persons per bus during peak hours for the popular Metro Rapid Lines 920, 720 and 20 on Wilshire Boulevard. This would yield 1,500 persons per lane per hour for buses in each curbside bus lane. The person throughput with bus lanes (1,500) is, therefore, superior to that of mixed-flow lanes (1,056) during peak

hours. This does not incorporate expected increases in bus ridership on Wilshire Boulevard after the bus lanes are installed, which would further improve the bus lanes' person throughput.

Response to Comment No. 42-6

The initiation of the Metro Rapid Program in June 2000 was indeed influenced by the Curitiba experience as mentioned by the commenter. Although the commenter stated that the Curitiba system is breaking down because of interference by increasing levels of bus and automobile traffic, Los Angeles has never gone as far as Curitiba in making improvements to transit such as with the use of bus lanes. Increasing traffic congestion along the Wilshire corridor will occur with or without the Wilshire BRT Project. This increased traffic congestion not only slows down automobiles but, the buses as well. Ways to improve transit service must be sought to allow transit service to be competitive with the cars and seen as a viable option to the automobile. The Wilshire BRT Project would not only improve passenger travel times by allowing buses to move unimpeded by traffic congestion, but it would also allow for more consistent and reliable travel times. With the success of the Wilshire/Whittier Metro Rapid in June 2000, with bus travel times reduced by an average of 29% and transit ridership up by as much as 40%, it is believed that further improvements can be made with the implementation of bus lanes along Wilshire Boulevard. Please refer to Master Response No. 10 regarding the anticipated shift of riders from automobiles to public transit.

Response to Comment No. 42-7

Implementation of the Wilshire BRT Project would cost approximately \$31.5 million with about 74% of that being federal dollars. When the Wilshire BRT Project application was submitted to the Federal Transit Administration (FTA) for Very Small Starts funding, it was ranked among one of the highest projects. One of the key criteria used by FTA in evaluating projects and determining whether or not to fund them is their cost effectiveness. The Wilshire corridor is one of the most important transit corridors in the nation with over 80,000 bus boardings a day. Operating costs could be reduced by up to approximately \$2.4 million annually with the improved bus travel times and improved service reliability. In addition, there will be some savings annually in potential vehicle maintenance costs by reconstructing/repaving the curb lanes where they are most damaged. In addition, potential accident costs may be reduced as well since the two highest accidents are cars hitting buses while at a bus stop or while trying to get around them. With the improvements made with the implementation of the Wilshire/Whittier Metro Rapid in June 2000, bus travel times were reduced by an average of 29% and transit ridership up by as much as 40%.

Response to Comment No. 42-8

The 2007 report to the City Council was a first-cut analysis employing less detailed methodology than is used in the Draft EIR/EA. The 2007 report did not use a travel demand model to determine the amount of traffic that would shift to parallel arterials, such as Santa Monica Boulevard and Olympic

Boulevard. Instead, that analysis assumed that all traffic that currently uses Wilshire Boulevard would continue to use Wilshire Boulevard with implementation of the proposed project. In addition, the 2007 report assumed that the existing traffic on Wilshire Boulevard is evenly distributed across all of the travel lanes, including the curb lane. As discussed in Master Response No. 2, the analysis in the Draft EIR/EA was based on actual observation of the utilization of each of the lanes. Since the curb lane carries less traffic than the other lanes, converting it to a bus lane would not have as severe an impact as estimated in the 2007 report. It was also found that traffic volumes for the current study (data collected in 2008) are lower than the data collected in 2005 for the 2007 Council Report at some locations. At the Beverly Glen intersection, under the proposed project, an additional right-turn lane is created for westbound traffic on Wilshire Boulevard. This lane addition results in the decrease in delay noted by the commenter.

Response to Comment No. 42-9

Please refer to Master Response No. 3 for an explanation of the development of future traffic forecasts and the inclusion of development projects.

Response to Comment No. 42-10

Alternative A was developed in response to public comments at the November 2008 public meetings. Because all study intersections on Wilshire Boulevard in the area between Comstock and Glendon Avenues are expected to continue to operate at Level of Service D, there is little reason to expect that cut-through traffic would result along parallel residential streets as an alternative to Wilshire Boulevard.

Response to Comment No. 42-11

The LADOT memorandum to Councilmember Gruel referenced in the comment discusses the impacts of the 2004-2007 demonstration project. Please refer to Master Response No. 4 on the differences between this project and the 2004-2007 demonstration project. The assertions in the comment concerning backups at other times and the material in Appendix A referenced by the comment are unsubstantiated claims.

Under the proposed project, the jut-outs would be removed between Malcolm Avenue and Comstock Avenue, and a new curb lane would be created that would be restricted to buses and right-turning vehicles during peak hours. In this case, there would be a reduction in travel lanes open to through traffic in the eastbound direction near Comstock Avenue. However, eastbound traffic is unlikely to divert to Santa Monica Boulevard via Comstock Avenue because it is not possible to make a left-turn from southbound Comstock Avenue onto eastbound Santa Monica Boulevard. Traffic cutting through the Comstock neighborhood would have to exit onto the Santa Monica Boulevard frontage road and then make a U-turn on Santa Monica Boulevard to continue eastbound, or else use Beverly Glen Boulevard. Traffic heading westbound on Wilshire Boulevard would have no motivation to cut through using

Comstock Avenue under the proposed project because westbound Wilshire Boulevard would gain a lane for automobile traffic at this location.

However, LACMTA and LADOT staff are recommending Alternative A as the preferred alternative. Under Alternative A, the jut-outs would remain where they currently exist in the “Condo Canyon” area, and Wilshire Boulevard would have two lanes in each direction available to automobile traffic through the “Condo Canyon” area. In this case, there would be no reduction in the number of mixed-flow lanes commencing at Comstock Avenue, so there would be no motivation for traffic to divert onto Comstock Avenue.

Response to Comment No. 42-12

Please refer to Master Response No. 5 concerning access to residential buildings. Traffic would not be required to “loop through” residential neighborhoods, as left-turns from the existing two-way left-turn lane into driveways would continue to be permitted.

Response to Comment No. 42-13

Please refer to Master Response No. 8 regarding the exclusion of the segment between Comstock Avenue and Veteran Avenue from the proposed project.

Response to Comment No. 42-14

Please refer to Master Response No. 8 regarding the exclusion of the segment between Comstock Avenue and Veteran Avenue from the proposed project and Master Response No. 4 regarding the differences between the proposed project and the Bus Lane Demonstration Project, and Master Response No. 9 concerning the applicability of the previous environmental documents.

Response to Comment No. 42-15

In consideration of comments received during the public review of the Draft EIR/EA, LACMTA and LADOT are considering Alternative A (Truncated Project Without Jut-Out Removal) as the preferred alternative. Accordingly, LACMTA and LADOT staff are recommending adoption of this alternative to the LACMTA Board, the Los Angeles City Council, and the Los Angeles County Board of Supervisors. This alternative would result in the retention of the jut-outs.

Response to Comment No. 42-16

The standards and thresholds used in the Draft EIR/EA are per the City of Los Angeles’s thresholds for determining significant impacts. In addition, there are nine intersections where impacts cannot be fully mitigated. Of these 9 intersections, 5 of the intersections are partially mitigated. All other intersections studied were either not impacted or fully mitigated. All mitigation measures identified in the Draft EIR/EA will be implemented and funded as part of this project. Also, please refer to Response to Comment No. 19-6 for additional discussion regarding the City’s methodology.

The environmental review process is intended to reveal significant, unavoidable impacts to the public and decision-makers, not eliminate them. A Statement of Overriding Considerations will need to be made by the LACMTA Board, Los Angeles City Council, and County Board of Supervisors for the project to move forward, essentially deeming that the impacts are outweighed by the project's potential benefits.

Response to Comment No. 42-17

Please refer to Master Response No. 17 regarding the non-participation of the Cities of Beverly Hills and Santa Monica.

Response to Comment No. 42-18

The comments have been noted and will be forwarded to the decision makers for their review and consideration. Also, please refer to Response to Comment No. 42-17 above.

Response to Comment No. 42-19

Comment noted.

LETTER 43

From: feedback@metro.net
Sent: Monday, July 26, 2010 11:05 AM
To: WilshireBRT
Subject: [Metro.net] customer comment

Comment from

First Name: Joseph
Last Name: Eisenberg
Email: joseph.eisenberg@gmail.com
Phone: 562-618-8243
URL:

I support bus lanes on Wilshire Blvd.

Bus-only lanes will make the street safer for pedestrians and bike riders. The lanes will also make transit much better by increasing average bus speeds and especially making the bus much more reliable and on-time, during rush hour.

However, these lanes need to be expanded to the cities of Beverly Hills and Santa Monica, and all the way to Downtown LA, to make Wilshire a real BRT route. And the lanes should be in effect all day long; rush-hour-only lanes will be confusing to people looking for parking and lead to many delays for the buses, and dangerous lane-merges for bike riders.

Please expand this (real) BRT to the eastern part of the 720 route (Whittier blvd), and to Vermont, as soon as possible. Every Rapid bus should have bus-only lanes, if we are going to have a real bus rapid transit system, which will get people out of their cars and improve all our neighborhoods.

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COMMENT LETTER NO. 43
Eisenberg, Joseph

Response to Comment No. 43-1

This commenter supports the proposed project; the comment has been noted and will be forwarded to the decision makers for their consideration.

Response to Comment No. 43-2

Please refer to Master Response No. 17 regarding the non-participation of the Cities of Beverly Hills and Santa Monica.

Response to Comment No. 43-3

The comment has been noted and will be forwarded to the decision makers for their consideration.

LETTER 44

From: feedback@metro.net
Sent: Monday, July 26, 2010 11:22 AM
To: WilshireBRT
Subject: [Metro.net] customer comment

Comment from

First Name: Joyanna
Last Name: Eisenberg
Email: j.n.eisenberg@gmail.com
Phone: 562-221-5437
URL:

Please build the bus lanes on Wilshire!

I have commuted from Long Beach to UCLA by transit, but usually drove myself on the 405, because the bus on Wilshire is slow and especially unreliable. But I hate driving in traffic, and would much rather take transit, if it were as fast and reliable as the Blue Line and Purple Line. Until the subway gets built, bus lanes and real "BRT" on Wilshire could make a big difference, enough to get me riding Metro to work. Even after the subway, bus lanes will be needed for all people going to places that are not near a subway stop, especially in Mid-City and west of La Cienega, where the stations are often far apart.

Please build these bus lanes, and then continue them along the whole of Wilshire, as soon as possible.

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**COMMENT LETTER NO. 44
Eisenberg, Joyanna**

Response to Comment No. 44-1

This commenter supports the proposed project; the comment has been noted and will be forwarded to the decision makers for their consideration.

LETTER 45

From: feedback@metro.net
Sent: Tuesday, July 20, 2010 9:25 AM
To: WilshireBRT
Subject: [Metro.net] customer comment

Comment from

First Name: Joel
Last Name: Epstein
Email: joel.epstein@gmail.com
Phone: 310-472-1103
URL:

Full steam ahead. Build it as fast and possible with a dedicated lane that cars and trucks CAN'T get into. Work out the kinks in Beverly Hills and Santa Monica too so it's a true BRT.

Put cameras on the front of the buses to automatically catch and ticket cars and trucks using the BRT lane. 1

Until the subway to the sea is completed the Wilshire BRT is out best alternative. Thanks for your consideration.

**COMMENT LETTER NO. 45
Epstein, Joel**

Response to Comment No. 45-1

This commenter supports the proposed project; the comment has been noted and will be forwarded to the decision makers for their consideration.

Please refer to Master Response No. 17 regarding the non-participation of the Cities of Beverly Hills and Santa Monica.

LETTER 46

From: feedback@metro.net
Sent: Monday, July 12, 2010 8:51 PM
To: WilshireBRT
Subject: [Metro.net] customer comment

Comment from

First Name: Evyn
Last Name: Espiritu
Email: ele02009@mymail.pomona.edu
Phone:
URL:

I support the findings of the draft EIR.

I urge MTA and LA City Council to adopt the "Alternative A" proposal with one minor amendment. Amend the proposal to include Valencia to Parkview St. segments in the project where the Westlake/Alvarado community resides.

I support the expedient implementation of the Wilshire Bus-Only Lanes Project.

**COMMENT LETTER NO. 46
Espiritu, Evyn**

Response to Comment No. 46-1

This commenter supports the proposed project and urges adoption of Alternative A with the inclusion of the segment between Valencia Street and Park View Street; the comment has been noted and will be forwarded to the decision makers for their consideration.

Please refer to Master Response No. 7 regarding the request to include the segment between Valencia Street and Park View Street in Alternative A.

LETTER 47

From: David Ewing [SeriousBus@aol.com]
Sent: Monday, July 19, 2010 6:11 PM
To: Hetz Matthew
Cc: WilshireBRT; Ken T-Comm Chair Alpern CD11
Subject: Re: Wilshire Bus Rapid Transit Project, photos

Mat,
These are excellent points that point not only to inconveniences for the passengers but to obstacles to smooth and speedy operation of the bus line. 1
David Ewing

On Jul 17, 2010, at 12:30 AM, Hetz Matthew wrote:

I support the development of bus only lanes for Rapid Buses on Wilshire Boulevard. I spoke at the Metro/LADOT meeting, June 30, at the Felicia Mahood Center, West Los Angeles on the subject, and wish to add my comments in writing

The creation of the bus only lanes is only a partial aspect of improving bus travel, particularly with the articulated buses in use by Metro. I have been a consistent bus rider since 1992, and ride rapid buses on Wilshire Blvd, and the 704 on Santa Monica Blvd., and the 751 through Westwood Village to the Getty Center. 2

If this project only focuses on the creation on the Rapid Bus lanes, and does not make improvements at the Rapid Bus stops, then it will be a failure and will not attract new riders.

One problem with the articulated buses is that the front door swings outward and then glides along the outside of the bus. At many Rapid Bus stops this is a problem due to high curbs. The streets of Los Angeles carry not only vehicles, but when it rains, they act as creeks and rivers to quickly move the water off the streets into the storm drains. To direct the rain water, the curbs are high, otherwise the water would rise up onto the sidewalks and onto property.

If the articulated buses stop too close to the high curbs, then the front door hits the curb and cannot open. Sometimes the door is wedged, and the bus cannot move. To make sure the door opens, the Rapid Buses then stop at a distance from the curb. This makes for a clumsy and difficult boarding and disembarking. The rider must step off the sidewalk into the street, and then into the high bus, and vice versa when departing. 3

There was no forethought in planning when these articulated buses began service, and that makes it very difficult for bus riders, particularly senior citizens; people with walking problems; women carrying a baby and stroller or pulling an infant along; or people carrying rolling attaches. If it is raining, the bus rider must step into the wet street, sometimes in deep water, to get into and out of the bus. This is not acceptable, and this problem with the front door must be addressed in this project.

Another major problem are the back doors of the articulated buses which many times open onto obstacles or a driveway cut-outs in the curbs which make for a very steep step down when disembarking.

Below are photos I've taken of the Wilshire Rapid Bus, Nos. 1 and 2, and the Santa Monica Rapid Bus, the remaining photos.

The Wilshire Rapid Bus photos, 1 & 2, are the stop at Westwood Blvd. This stop is on the west side of the intersection. When the back door opens there are a concrete trash can and tree, with a hole around it, in the way. This is not only awkward, it is a hazard, and it is without excuse. How could a transit system and city transportation department in one of the major cities of the world allow this to happen?

I've called Metro and LADOT about this stop, and nothing has changed.

Bus riders are instructed on the the articulated buses to depart via the back doors, so this is not a secret that passengers must depart this way. But it is obvious that no thought was given to the doors on the articulated buses, and indeed, thought must be given on on the processes involved with passengers getting onto and off any and all buses.

The other photos are from the Santa Monica Blvd. Rapid Bus. They show that the back door exit is at a driveway cut-out. This makes for a very steep step, which it can be hazardous. Moreover, if it is raining, the departing bus rider is forced to step into the gutter carrying water. This is an insult to bus riders, and wrong since this can be avoided by planning.

Since I'm informing you of these situations, Metro and LADOT must carefully study and plan each and every Rapid Bus stop in this project to avoid these hazardous situations, and situations which make riding the bus in Los Angeles a journey more difficult than it needs to be.

If the new Rapid Bus lanes are to be successful, then careful planning must be made for each and every Rapid Bus stop to avoid there poorly planned and horribly executed bus stops.

Matthew Hetz
Los Angeles
Member, Los Angeles Council District 11 Transportation Commission

<026_23A.jpg>

Rapid 720 stop, Wilshire Blvd at Westwood.JPG

<027_24A.jpg>

Rapid 720 stop, Wilshire Blvd at Westwood.JPG

<IMG_0243.jpg>

Santa Monica and Barrington stepping onto the driveway cut-out. If it was raining, it would be full of water.JPG

<IMG_0244.jpg>

Santa Monica and Bundy
Notice how much of the woman's leg is cut off in photo, indicating the steepness of the step.JPG

<IMG_0245.jpg>

Santa Monica and 26th.JPG

<IMG_0280.jpg>

Santa Monica and Barrington.JPG

=

COMMENT LETTER NO. 47

Ewing, David

Response to Comment No. 47-1

Comment noted; please refer to the responses below.

Response to Comment No. 47-2

This commenter supports the proposed project; the comments regarding improvements at the BRT stops have been noted.

Response to Comment No. 47-3

The suggestions regarding bus specifications and bus loading and unloading features have been noted. LACMTA is aware of the problem with the front door getting hung up at curbs that are 9 inches or higher. To address this problem, operators must pull into those bus zones at least 18 inches away from the curb. LACMTA understands that this is not an ideal situation and apologizes for any inconvenience. LACMTA also makes every effort to establish stops where both doors open onto solid curb. Unfortunately, this is impossible to do in every case.

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Westwood Community Council

10940 Wilshire Blvd., Suite 1400

Los Angeles, California, 90024

July 24, 2010

LACMTA

One Gateway Plaza, Mail Stop 99-23-1

Los Angeles, Cal. 90012 Attn: Martha Butler, Project Manager

Re: Wilshire Bus Transit Project DEIR Questions/Comments

Dear Ms. Butler,

On July 20, 2010, you appeared before the Westwood Community Council to give an overview of the proposed Wilshire Bus Rapid Transit Project (BRT). During the presentation, the following questions were asked by board members and members of the audience. You requested that those questions/comments be transmitted to you for responses in the FEIR. They are included below. Thank you for the efforts to answer them as fully as professionally possible. Also, thank you for the time your presentation time before this group.

1. In 2001, a Westwood area study was completed regarding transit time of buses, which included several other bus companies. The conclusion was that the transit time was good. What has transpired within the intervening years (2001-2010) that led to the conclusion that rapid transit bus lanes are needed within the Westwood Area? What has changed? If transit time is still acceptable, why is this project being proposed for the Westwood area?

2. It is proposed that the Red Line Subway Line will run under Wilshire Blvd. with a stop in Westwood. It is now being proposed to have this line operational within the Westwood area in 2020 so that it will take 26 minutes to travel from Westwood to Downtown L.A. How will this affect the proposed BRT project? Won't this proposed subway extension render the BRT obsolete? If not, please explain. How will the two lines interact and affect one another?

3. A test run rapid transit line study was completed two years ago that included the segment from Veteran to Centinela. Onstreet parking was severely constricted and affected business viability. The remaining time of the test project was pulled? How would the affects from this project affect the proposed BRT project? 4
4. Since Beverly Hills has opted out of the proposed BRT project, how will the travel time be affected once the buses enter into the Beverly Hills city limits? Experience has shown that the travel time is severely reduced once entering this city. Will there be more congestion, due to this proposed project, in Beverly Hills? Please analyze the time affects onto this proposed project? 5
5. Have you analyzed the amount of cut through traffic from Wilshire Blvd., onto Westwood residential streets, specifically, Lindbrook Avenue and Ashton Avenue due to the resulting two lanes of traffic flow in each direction? If not, please do so. What are the effects on other residential streets? 6
6. What are the plans, if any, to replace mature sidewalk trees along the Westwood portion of the project?
7. It is expected that this project will add substantially more people onto buses along Wilshire Boulevard. What is being planned to run additional/improved connecting north/south bus lines along streets crossing Wilshire Blvd., so that people can truly utilize an improved bus system for commuter ease? 7
8. How does the improved rapid bus line along Santa Monic Blvd. in Westwood affect the proposed BRT project along Wilshire Blvd.? 8
9. How can the safety of bicyclists be assured if the bicycle lane is adjacent to the proposed BRT lane? What means will be taken to do so? Currently, local and express buses traverse Wilshire Blvd. in excess of 45 mph. No joke. These speeds do not lend to a safe situation. 9
10. What other studies, other than New York City (which is not comparable to Los Angeles, since there is an existing extensive subway system), have been looked at to help define and result with excellent ridership and excellent vehicular transit? What are the results? How do they help to define expected results from this proposed project? 10
11. What is the timing segment for buses from Selby-Comstock in both directions now? What is the timing expected along the same segment for the proposed project? Further, is there time saved for other vehicles that must travel in the remaining two lanes (each direction during rush hours) that would not create a huge bottleneck or add time to such travel? Please analyze. 11

Sincerely,

Jackie Freedman for the Westwood Community Council Members

COMMENT LETTER NO. 48
Freedman, Jackie
Westwood Community Council

Response to Comment No. 48-1

Comment noted.

Response to Comment No. 48-2

The 2002 study was done using a Base Year of 1998 and SCAG's RTP 1997 based projections for future growth. Our current study was performed using a Base Year of 2008 and RTP 2008 projections for future growth. While the projections for growth in the region are done as accurately as possible, over time different visions of the future of the region emerge, and slightly different future year development patterns are projected. Each study must be done using the best estimate of what the future would be, but over time the futures projected would likely be slightly different. This would result in differences in the details of project impacts, but the general trends would remain. Another difference could arise if the future networks have different assumptions of what would exist in the future. The new study included such projects as the Expo Light Rail Transit Line and the HOV I-405 Project.

Response to Comment No. 48-3

It will be several years before the Metro Purple Line Subway servicing the Westwood area is completed. Even after completion, bus service on Wilshire Boulevard would remain to serve those riders who choose not to take rail and to carry rail riders from rail stations to their origins/destinations along the Wilshire corridor.

Response to Comment No. 48-4

Please refer to Master Response No. 4 regarding the differences between the proposed project and the Bus Lane Demonstration Project.

Response to Comment No. 48-5

Please refer to Master Response No. 17 regarding the non-participation of the Cities of Beverly Hills and Santa Monica.

Response to Comment No. 48-6

Please refer to Master Response No. 13 regarding cut-through traffic in adjacent residential areas.

Response to Comment No. 48-7

Please refer to Master Response No. 11 regarding removal of street trees.

Response to Comment No. 48-8

There are currently no plans to run additional and/or improved connecting north/south bus lines along streets crossing Wilshire Boulevard at this time; however, should ridership increase along these corridors as a result of the Wilshire BRT Project, service levels would be adjusted accordingly.

Response to Comment No. 48-9

The Santa Monica Metro Rapid Line in Westwood would have no affect on the proposed Wilshire BRT project.

Response to Comment No. 48-10

Safety is first at LACMTA. Metro Rapid bus operators will be made aware of the potential for bicycles to be operating in the bus lanes at any given time. Special training and information will be provided to the operators prior to opening the bus lanes. Bicycles, by law, are allowed to operate in the bus lanes.

Response to Comment No. 48-11

In a study conducted for the U.S. Department of Transportation, Federal Transit Administration, Office of Research, Demonstration and Innovation, by CALSTART in 2005, it was found that from Los Angeles to Boston, communities across the country are implementing Bus Rapid Transit (BRT) systems and dispelling the perception that buses are an inferior way to travel. Some U.S. cities that have implemented bus lanes include San Francisco, Orlando, Salt Lake City, Cleveland, and Boston. Bus lanes are a key attribute of Bus Rapid Transit. Bus lanes make transit usage more attractive by reducing transit travel times, increasing service reliability, and improving safety.

Response to Comment No. 48-12

It can take buses on the Metro Rapid Line 720 approximately 3 to 4 minutes in the a.m. peak and 3 to 5 minutes in the pm peak to travel between Selby Avenue and Comstock Avenue. A one-way time savings of up to 1.5 minutes is expected in bus travel time for this segment. All of these cumulative savings would result in significantly improved passenger travel times and service reliability along Wilshire Boulevard. The bus lanes will also benefit local line 20 as well, which operates approximately 29% slower than Metro Rapid during peak hours.

LETTER 49

From: Freedman, Marolyn [mfreedman@smmusd.org]
Sent: Tuesday, July 20, 2010 2:52 PM
To: WilshireBRT
Subject: Dedicated bus lanes on Wilshire Blvd. during rush hour, eliminating two car lanes. I vote "NO!"

To whom it may concern, I would like to voice my concern over the plan to eliminate 2 car lanes and dedicate them to busses.

I believe that public transportation is very important, but Wilshire is already like a freeway. Eliminating 2 lanes will send the more cars into the existing lanes.

It will also endanger the community who currently use the schools, rest homes, churches and synagogues in that area. 1

There is a lot of pedestrian traffic crossing Wilshire that will also be impacted by the proposed change.

I have witnessed the city busses with limited stops speeding through intersections. They are already very dangerous.

I vote no on eliminating the two car lanes and dedicating them to busses during rush hour.

Sincerely, Marolyn Freedman
1286 Woodruff Ave
Los Angeles, CA 90024

COMMENT LETTER NO. 49
Freedman, Marolyn

Response to Comment No. 49-1

The commenter is correct that the conversion of the curb lanes to bus lanes would result in more vehicles using the remaining lanes. The Draft EIR/EA and TIA identify intersections that would be significantly impacted by the proposed project's reduction in travel lanes and that cannot be mitigated.

Please refer to Master Response No. 12 regarding the bus speeds between Comstock Avenue and Westwood Avenue and Master Response No. 14 regarding pedestrian safety.

LETTER 50

From: Alexander the Great [alek3000@sbcglobal.net]
Sent: Wednesday, July 14, 2010 8:57 PM
To: WilshireBRT
Subject: RE: Suggestion on Wilshire BRT Project

Dear Sir or Madam,

as a transit supporter, and a frequent rider, I would strongly suggest to consider placing Electric Trolleybuses for the Wilshire BRT.

Electric trolleybuses have been very successful all over the world, including American cities like San Francisco and Seattle.

Wilshire Blvd is a purely urban corridor, with heavy passenger demand, and the urban appearance of the corridor almost requires the addition of electric trolleybuses!

The trolleybus vehicles are entirely pollution-free, draw more ridership overall (thanks do a smoother ride, with faster acceleration and deceleration), and the overhead wiring creates a sense of permanent mass transit presence on the street, which draws more patrons, especially discretionary drivers.

More importantly, the trolleybuses will bring Los Angeles public transportation to a whole new level, ultimately gaining much wider support and generating higher ridership!

Our regular Buses (even the 60-foot NABI), on the other hand, are becoming outdated, and have never been too attractive to riders, especially when comparing to transit systems' vehicles around the world; I think it is perfect time for MTA to consider implementing Electric Trolleybuses. As MTA knows, discretionary transit usage around Los Angeles has been quite low, and traditional, outdated vehicles are one of the reasons. Trolleybus implementation has proven to attract more people, who become regular MTA patrons.

Thank you kindly for your consideration.

I am looking forward to seeing electric trolleybuses on the streets of Los Angeles!

Yours truly,

Alexander Friedman

(323) 465-8511

1330 N. Orange Dr., Apt 106

Hollywood, CA 90028-7532

P.S. Below please see a rendering of a local MTA trolleybus in Los Angeles, as well as real trolleybuses used all over the world; those would look truly great on our city streets.

Rendering of a Los Angeles MTA trolleybus:



San Francisco Muni trolleybus:



Trolleybuses used in other countries:



A double-articulated trolleybus:



**COMMENT LETTER NO. 50
Friedman, Alexander**

Response to Comment No. 50-1

Comment noted. LACMTA is not considering a streetcar project on Wilshire Boulevard at this time. As this comment does not state a concern or a question regarding the adequacy of the analysis in the Draft EIR/EA, no further response is warranted. However, the comment will be forwarded to the decision makers for their review and consideration.

Letter 51 (1 page)

Friedman

**COMMENT LETTER NO. 51
Friedman, Alexander**

Response to Comment No. 51-1

Comment noted. LACMTA is not considering a streetcar project on Wilshire Boulevard at this time. As this comment does not state a concern or a question regarding the adequacy of the analysis in the Draft EIR/EA, no further response is warranted. However, the comment will be forwarded to the decision makers for their review and consideration.

LETTER 52

From: feedback@metro.net
Sent: Wednesday, July 21, 2010 1:17 PM
To: WilshireBRT
Subject: [Metro.net] customer comment

Comment from

First Name: Alexander
Last Name: Friedman
Email: alek3000@sbcglobal.net
Phone: (323) 465-8511
URL:

Dear Sir or Madam,
as a transit supporter, and a Metro patron, I would strongly suggest to consider placing Electric Trolleybuses for the Wilshire BRT.

Electric trolleybuses have been very successful all over the world, including American cities like San Francisco and Seattle. Likewise, Wilshire Blvd is a purely urban corridor, with heavy passenger demand, and the urban appearance of the corridor almost requires the addition of electric trolleybuses!

The trolleybus vehicles are entirely pollution-free, draw more ridership overall (thanks do a smoother ride, with faster acceleration and deceleration), and the overhead wiring creates a sense of permanent mass transit presence on the street, which draws more patrons, especially discretionary drivers.

More importantly, the trolleybuses will bring Los Angeles public transportation to a whole new level, ultimately gaining much wider support and generating higher ridership! Personally, I nowadays use public transportation only occasionally (due to reduced service and overall inefficiency, sorry to say), but - implementing Trolleybuses will attract me as your patron much more than the buses, and I will use Metro more frequently.

Our regular Buses (even the 60-foot NABI), on the other hand, are becoming outdated, and have never been too attractive to riders, especially when comparing to transit systems' vehicles around the world; I think it is perfect time for MTA to consider implementing Electric Trolleybuses. As MTA knows, discretionary transit usage around Los Angeles has been quite low, and traditional, outdated vehicles are one of the reasons.

Trolleybus implementation has proven to attract more people, who become regular MTA patrons. Thank you kindly for your consideration.
I am looking forward to seeing electric trolleybuses on the streets of Los Angeles.

1

**COMMENT LETTER NO. 52
Friedman, Alexander**

Response to Comment No. 52-1

Comment noted. LACMTA is not considering a streetcar project on Wilshire Boulevard at this time. As this comment does not state a concern or a question regarding the adequacy of the analysis in the Draft EIR/EA, no further response is warranted. However, the comment will be forwarded to the decision makers for their review and consideration.

ALEXANDER FRIEDMAN

E-mail: alek3000@sbcglobal.net

1330 N. Orange Dr., #106 • Hollywood • CA 90028

Tel & Fax: (323) 465-8511

July 20, 2010

Martha Butler
Metropolitan Transit Authority
1 Gateway Plaza, MS 99-23-1
Los Angeles, CA 90012

RE: WILSHIRE B.R.T. PROJECT

Dear Ms. Butler / to whom it may concern:

As a transit supporter, and a frequent rider, I strongly recommend MTA to consider placing Electric Trolleybuses for the Wilshire BRT.

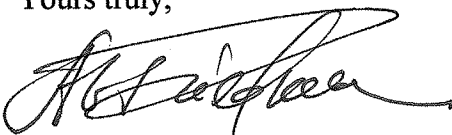
Electric trolleybuses have been very successful all over the world, including American cities like San Francisco, Seattle, and others. Wilshire Blvd is a dense urban corridor, with heavy transit demand, thus trolleybuses would be very suitable for the street. Pollution-free vehicles, smooth ride with faster acceleration and deceleration, lower operating costs – are some of the many trolleybuses' benefits; and overhead wiring effectively delivers the message of permanent mass transit presence, attracting more riders. Fixed guideway, which trolleybuses generate, also triggers potential large-scale developments, which, no doubt, helps our economy and prosperity of our city!

Our traditional Buses (even the 60-foot NABI's), on the other hand, are becoming outdated, and have never been too attractive to riders, especially when comparing to transit systems' vehicles around the world. But trolleybuses will bring Los Angeles' public transportation to a whole new level, ultimately gaining wider support and generating higher ridership; and Wilshire BRT is a great start! Attached please find a few renderings of Los Angeles trolleybuses, as well as examples of San Francisco Muni vehicles. I believe, Škoda trolleybuses would be the best option for Los Angeles streets.

Finally, as I am aware, in 1992 LA Transit Commission and RTD were planning to build a trolleybus network, but the project got suspended due to public opposition and other senseless reasons. However, since 1990's our city situation has obviously changed: traffic congestion, population rise, higher gas prices, air pollution – all of these factors have increased overall support of mass transit. Therefore, trolleybus projects should not face opposition as they did in the past. Now is the time to create reliable and innovate transit solutions for Los Angeles, and to upgrade to a trolleybus system!

Thank you kindly for your consideration. I am looking forward to seeing electric trolleybuses on Wilshire Blvd, and other corridors, as well!

Yours truly,



Alexander Friedman

ATTACHMENTS



*Restoring of a NABI 60-foot Trolley bus,
#720 on Wilshire Blvd.*



LE & RETAIL

Metro Rapid

JUSTIFIED
3/16

Metro Rapid

Perthling Square
COMMERCIAL SPACE
& RETAIL LEASE

IMPLEMENTING TROLLEYBUSES IN LOS ANGELES



Rendering of a proposed “Metro Local” Trolleybus
(graphic design by Alexander Friedman)



Rendering of a proposed Culver City Trolleybus
(graphic design by Alexander Friedman)

EXAMPLES OF SAN FRANCISCO ŠKODA TROLLEYBUSES



San Francisco's Muni
Škoda trolleybus

**would be perfectly suitable
for Los Angeles streets, e.g.
3rd Street, La Brea Ave., etc.*



San Francisco's Muni
Škoda trolleybus

**would be perfectly suitable
for Los Angeles*




San Francisco's Muni
Articulated Škoda trolleybus

**would be very beneficial
for high-capacity Los Angeles
bus lines, e.g. Wilshire Blvd., etc.*

**COMMENT LETTER NO. 53
Friedman, Alexander**

Response to Comment No. 53-1

Comment noted. LACMTA is not considering a streetcar project on Wilshire Boulevard at this time. As this comment does not state a concern or a question regarding the adequacy of the analysis in the Draft EIR/EA, no further response is warranted. However, the comment will be forwarded to the decision makers for their review and consideration.

Subj: **Bus Lanes**
Date: 7/20/2010 3:48:55 P.M. Pacific Daylight Time
From: 
To: hwpoa@aol.com
Eleanor Goldman
347 Conway Ave.
Los Angeles 90024

I do not support the Wilshire Bus Rapid Transit Project. I support the NO PROJECT alternative for the reasons listed in today's e-mail.

1

Thank you

**COMMENT LETTER NO. 54
Goldman, Eleanor**

Response to Comment No. 54-1

This commenter opposes the proposed project; the comment has been noted. As this comment does not state a concern or a question regarding the adequacy of the analysis in the Draft EIR, no further response is warranted. However, the comment will be forwarded to the decision makers for their review and consideration.

The Grand

June 24, 2010

Ms. Martha Butler

Project Manager

Metro

One Gateway Plaza MS 99-23-1

Los Angeles, CA. 90012

**Re: Wilshire Bus Rapid Transit Project
Draft Environmental Impact Report**

Dear Ms. Butler:

The Draft Environmental Impact Report (EIR) is legally inadequate under the California Environmental Quality Act (CEQA). We will be sending a more detailed letter on the EIR. For the purposes of Tuesday night's meeting, the key inadequacies include:

1

Aesthetics

The Aesthetics chapter discusses the removal of jut-outs and up to 40 Magnolia trees along the Wilshire Corridor (Comstock to Malcolm). The document states that the relocating of these trees would help maintain the existing aesthetic quality of the corridor. This is an erroneous finding, now based on any substantial evidence. There are no photos to support this finding.

2

The jut-outs contain much of the only landscaping along this wholly residential corridor. Removal of the jut-outs, the grass, and the trees is a significant impact that cannot be mitigated by relocation of trees.

In addition, the proposed bus lane will be approximately 28.5 feet from the front walls of our homes. Today, the buses travel on all of the Wilshire Boulevard lanes. With the dedicated lane, all of the buses will be passing right before our windows. This is a negative visual impact that was not analyzed in the EIR.

3

Greenhouse Gas Analysis

The greenhouse gas (GHG) analysis is legally inadequate under CEQA. The threshold is not supported by substantial evidence. No quantitative analysis was completed. The chapter states that there is no CEQA guidance for developing thresholds or analysis. This is demonstrably untrue. CEQA GHG Guidelines were adopted in December 2009 and became effective in March 2010.

4

Air Quality


There are sensitive receptors all along the Wilshire Corridor, including a retirement home and childcare center. These are not shown on any map. A dedicated peak hour dedicated bus lane will result in traffic congestion along the corridor in the non-dedicated lanes. This congestion will result in greater emissions and health impacts on the sensitive receptors, particularly at Wilshire and Warner. This is not analyzed.

5

Traffic

Currently, there is no congestion along the Wilshire Corridor (Comstock to Malcolm) during peak hours. Taking away a lane and making it a dedicated bus lanes, the other lanes will be congested. This impact was not analyzed.

6


Merril Goldman, MA, CCAM
General Manager

On Behalf of the Board of Directors,
The Grand Homeowners Association
10445 Wilshire Boulevard
Los Angeles, CA. 90024
310-470-9045 – office
310-475-9242 – fax
Thegrandhoa@aol.com - email

COMMENT LETTER NO. 55
Goldman, Merrill

Response to Comment No. 55-1

Comment noted; please refer to Response to Comment Nos. 55-2 through 55-6 below.

Response to Comment No. 55-2

Please refer to Master Response No. 11 regarding removal of street trees.

Response to Comment No. 55-3

In consideration of comments received during the public review of the Draft EIR/EA, LACMTA and LADOT are considering Alternative A (Truncated Project Without Jut-Out Removal) as the preferred alternative. Accordingly, LACMTA and LADOT staff are recommending adoption of this alternative to the LACMTA Board, the Los Angeles City Council, and the Los Angeles County Board of Supervisors. This alternative would result in the retention of the jut-outs to maintain the buffer between the active lanes of Wilshire Boulevard and the front walls of the residences between Comstock Avenue and Malcolm Avenue.

Response to Comment No. 55-4

The commenter's assertions that the GHG analysis is legally inadequate under CEQA on the basis that (1) thresholds are not supported by substantial evidence, and (2) the chapter states that there is no CEQA guidance for developing thresholds or analysis, are incorrect. The GHG emissions thresholds identified at the top of page 4.2-16 in the Draft EIR/EA, which read "generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment," and "conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases," are identical to the GHG emissions thresholds added as part of the CEQA Guideline revisions adopted in December 2009 that became effective in March 2010 (as identified by the commenter). A quantitative analysis was completed, and the results were presented in Table 4.2-8 (Estimate of Project-Related Greenhouse Gas Emissions) on page 4.2-30 in the Draft EIR/EA.

Response to Comment No. 55-5

As detailed starting on page 4.2-22 of the Draft EIR/EA under "Operational Impacts," air pollutant concentrations are highest at congested intersection locations, and pollutant concentrations decrease as the distance from the emissions source (i.e., congested intersection) increases. For purposes of providing a conservative worst-case impact analysis, mobile-source air quality impacts were evaluated at the most congested intersection locations as identified by the traffic impact study and discussed in Section 4.1 (Traffic, Circulation, and Parking) in the Draft EIR/EA. As demonstrated in

Table 4.2-6 and Table 4.2-7 in the Draft EIR/EA, potential impacts would be less than significant at areas immediately adjacent to congested intersections. As such, impacts would also be less-than-significant at more distant sensitive receptor locations, such as those locations identified by the commenter.

Response to Comment No. 55-6

Section 4.1 of the Draft EIR/EA and TIA identify intersections that would be significantly impacted by implementation of the proposed project and that cannot be mitigated.

LETTER 56

From: Susan Gordon [sgordonnow@gmail.com]
Sent: Tuesday, July 20, 2010 11:15 AM
To: WilshireBRT
Subject: NO PROJECT for Wilshire BRT from Comstock Ave. to Glendon.

Dear L.A. County MTA:

My husband and I strongly support bus ridership, and our 17-year-old daughter rides the bus every day. However, we do NOT support dedicated bus lanes from Comstock Avenue to Glendon Avenue because we believe that reducing the number of car lanes will increase backups across west Los Angeles during rush hour and make it very difficult to access Wilshire Boulevard from our neighborhood. Also: Buses travel at high speeds in this stretch right now. A dedicated bus lane would allow for **greater speeds endangering cyclists and pedestrians** who cross Wilshire to go to Holmby Park, synagogues and churches.

We favor NO PROJECT for Wilshire BRT from Comstock Ave. to Glendon.

Sincerely,

Susan Gordon and Ted Schachter

10264 Rochester Avenue

Los Angeles CA 90024

sgordonnow@gmail.com

**COMMENT LETTER NO. 56
Gordon, Susan**

Response to Comment No. 56-1

This commenter opposes the proposed project; the comment has been noted. As this comment does not state a concern or a question regarding the adequacy of the analysis in the Draft EIR, no further response is warranted. However, the comment will be forwarded to the decision makers for their review and consideration.

Please refer to Master Response No. 12 regarding the bus speeds between Comstock Avenue and Westwood Avenue and Master Response No. 14 regarding pedestrian safety.

LETTER 57

From: Grein, George
Sent: Wednesday, July 14, 2010 3:44 PM
To: Butler, Martha
Subject: Assessment of Wilshire Bus Rapid Transit

Martha,

Metro sent a request to Sheriff Baca requesting feedback on issues that the Sheriff's Department may have regarding the proposed Wilshire Bus Rapid Transit (BRT) Project. At the request of Commander Daniel Finkelstein, I am responding regarding the position of LASD's Transit Services Bureau.

It has been our experience when similar service improvements were made along the Wilshire corridor (2003/2004) that initially it can be anticipated there will be issues with non-compliance by some members of the public. In addition to those who will park at the curb, despite signage prohibiting parking, we can expect issues from vehicles making right turns that may interfere with safe bus movement in the curb lane.

It is the position of Transit Services Bureau that this is a temporary issue that can be addressed through an increased enforcement effort (3-6 months). We can assess the success of our efforts at the end of three months and decide in conjunction with Metro if the additional three months are desirable. As necessary, we can always return to address problem areas as reported by Metro bus operators.

For the initial enforcement effort, it is recommended that one additional on-duty motorcycle deputy be assigned strictly to the Wilshire corridor during the morning hours and one additional motorcycle deputy be assigned during the afternoon and early evening hours, Monday through Friday. This can most reasonably be accomplished by the use of overtime, as this should be a temporary issue. The cost for enforcement by the two deputies would be:

- \$1097.00 / day
- \$21952.00 / month
- \$65,856.00 / 3 months
- **This cost will be offset by some return to Metro from the issuance of citations.**

Previous enhanced enforcement along the Wilshire corridor was extremely helpful to bus operators. We believe that dedicating the two motorcycle deputies specifically to this effort not only make the BRT successful but more importantly make the BRT safer for bus operators and the public.

Please do not hesitate to contact me if you require additional information.

George

Lt. George Grein (Ret.)

Law Enforcement Liaison
Los Angeles County Sheriff's Department
Transit Services Bureau
(213) 922-3687 (Office)
(213) 219-6327 (Mobile)
(323) 415-3362 (Fax)
greing@metro.net
gogrein@lasd.org
Palman qui meruit ferat

COMMENT LETTER NO. 57
Grein, George, Law Enforcement Liaison
Los Angeles County Sheriff's Department

Response to Comment No. 57-1

During the first two weeks of the 2003-2004 Wilshire BRT Demonstration project, LADOT employed seven City of Los Angeles traffic officers, during the a.m. peak-period and seven traffic officers during the p.m. peak-period to monitor and enforce parking compliance along the project's corridors. During the same period, no other law enforcement personnel were specifically assigned to the project. Enforcement along the project corridors by the LAPD was performed as part of routine law enforcement duties. The number of designated traffic officers were later gradually reduced to zero beginning the fifth week of the project startup. During the demonstration period, LADOT traffic officers issued 746 parking citations to parking violators, and 249 additional citations that were accompanied with the impounding of the violators' vehicles. During the same period, LAPD issued 231 moving violations, 55 parking violations and impounded 2 vehicles. Therefore, it is clear that aggressive and sustained parking and moving enforcement along the project route would optimize the efficiency of the bus lanes. Therefore, the proposal to assign specific on-duty motorcycle officers to patrol the bus lanes will be considered.

LETTER 58

From: feedback@metro.net
Sent: Friday, July 23, 2010 10:54 AM
To: WilshireBRT
Subject: [Metro.net] customer comment

Comment from

First Name: avi
Last Name: hakim
Email: avi@wilshiremanagement.com
Phone: 323-655-1212
URL:

I strongly disagree with placing any exclusive bus lanes even if its for designated times during the day.
I have lived in Los Angeles for over 40 years, i drive a significant amount of time along the wilshire boulevard from santa monica to downtown.
i remember the back up in traffic that was caused by having a bus only lane in brentwood, i saw the many accidents that almost happened as a result of driver's frustrations due to the increased traffic jams. I am convinced that this will not benefit the community or traffic congestions at all.

**COMMENT LETTER NO. 58
Hakim, Avi**

Response to Comment No. 58-1

This commenter opposes the proposed project; the comment has been noted. As this comment does not state a concern or a question regarding the adequacy of the analysis in the Draft EIR, no further response is warranted. However, the comment will be forwarded to the decision makers for their review and consideration.

LETTER 59

From: feedback@metro.net
Sent: Friday, July 16, 2010 10:05 AM
To: WilshireBRT
Subject: [Metro.net] customer comment

Comment from

First Name: John
Last Name: Hall
Email: jwhall@dslextreme.com
Phone:
URL:

Wilshire Bus-Only Lanes Project:

I support the findings of the draft EIR. This is another step in the right direction.
only the city of Beverly Hills could participate.

If | 1

**COMMENT LETTER NO. 59
Hall, John**

Response to Comment No. 59-1

This commenter supports the proposed project; the comment has been noted and will be forwarded to the decision makers for their consideration.

Please refer to Master Response No. 17 regarding the non-participation of the Cities of Beverly Hills and Santa Monica.

LETTER 60

From: feedback@metro.net
Sent: Tuesday, July 20, 2010 3:36 PM
To: WilshireBRT
Subject: [Metro.net] customer comment

Comment from

First Name: Alia
Last Name: Hamilton
Email: alia.hamilton@yahoo.com
Phone:
URL:

I think it's a great Idea! It's about time and way over due. Is there any way that we can let our out of town visitor's know that Beverly Hills didn't want to be included in the (BRT) project, therefore letting our visitor's think twice about spending there hard earn money in a city that feels they are above everybody else?

Thanks for listening.

(BRT) Project.

**COMMENT LETTER NO. 60
Hamilton, Alia**

Response to Comment No. 60-1

This commenter supports the proposed project; the comment has been noted and will be forwarded to the decision makers for their consideration.

Please refer to Master Response No. 17 regarding the non-participation of the Cities of Beverly Hills and Santa Monica.

LETTER 61

From: Gratiano [gratiano@pacbell.net]
Sent: Wednesday, July 21, 2010 1:31 PM
To: WilshireBRT
Subject: Comment on Wilsire Line

When the fast lanes of the Santa Monica Freeway were turned by fiat under the administration of Governor Jerry Brown into Diamond Lanes. Chaos ensued. Gridlock became so intense that the Diamond Lanes eventually were removed, and traffic went back to normal.

Do we have any evidence that the vehicles eliminated by the express bus lanes from travelling on Wilshire won't move to other east west boulevards and cause traffic chaos on those roads? Richard S Harmetz, 2065 Kerwood Avenue, Los Angeles, CA 90025-6006

COMMENT LETTER NO. 61
Harmetz, Richard

Response to Comment No. 61-1

With the implementation of bus lanes along a significant length of Wilshire Boulevard, LACMTA and LADOT anticipate that people would change their travel patterns and divert onto other streets. Accordingly, these changes in travel patterns and diversions onto other streets were accounted for in the traffic impact analysis. Consequently, many of the intersections noted as impacted in the Draft EIR/EA are on several streets other than just Wilshire Boulevard.

LETTER 62

From: feedback@metro.net
Sent: Monday, July 19, 2010 10:25 AM
To: WilshireBRT
Subject: [Metro.net] customer comment

Comment from

First Name: Katidia
Last Name: Haro
Email: katidiah@gmail.com
Phone:
URL:

-
1. I support the findings of the draft EIR.
 2. I urge MTA and LA City Council to adopt the "Alternative A" proposal with one minor amendment. Amend the proposal to include Valencia to Parkview St. segments in the project where the Westlake/Alvarado community resides.
 3. I support the expedient implementation of the Wilshire Bus-Only Lanes Project.
-

**COMMENT LETTER NO. 62
Haro, Katidia**

Response to Comment No. 62-1

This commenter supports the proposed project and urges adoption of Alternative A with the inclusion of the segment between Valencia Street and Park View Street; the comment has been noted and will be forwarded to the decision makers for their consideration.

Please refer to Master Response No. 7 regarding the request to include the segment between Valencia Street and Park View Street in Alternative A.

LETTER 63

From: feedback@metro.net [mailto:feedback@metro.net]
Sent: Thursday, July 22, 2010 5:12 PM
To: WilshireBRT
Subject: [Metro.net] customer comment

Comment from

First Name: John
Last Name: Heidt
Email: jheidt@heidttorres.com
Phone: 310-593-0093 x108
URL:

The high speed bus lane on Wilshire in the Westwood area is a very bad idea due to the fact that during rush hour it proved to be a disaster between Veteran and Centinela during the test period a few years ago. I experienced it on a daily basis when it was operating. The gridlock of cars was insane. My wife received multiple tickets as she could not get over within a block of turning into the bus lane from side streets. MTA reliability relative to time between stops may have improved but for automobile drivers it was a total nightmare. My drive home from Centinela to Westwood without traffic is 7 minutes, during rush hour it is 20 minutes and during the test period it was 50 minutes.

1

Westwood in the residential condo corridor is a neighborhood. We do not need high speed buses in our neighborhood. There is already too much asphalt and concrete in this area. The idea of removing the jut outs is an awful idea. This would negatively impact the residences, churches, synagogues, and the preschool play yard at the Westwood United Methodist Church. Bus traffic in this area is mostly unimpeded during rush hour at this time in any event but again more importantly why would we want high speed busses in a residential neighborhood?

2

Based upon all the MTA meetings on the subway Westwood is very much in favor of the 3010 plan for the subway. I will ride the subway and happily park my car at my office for extended periods of time to ride the subway. For my line of work I have to be on a schedule and the bus simply does not work on a schedule. The bottle neck of all bottle necks for the bus is Beverly Hills and Beverly Hills is not going to participate in the bus lane as proposed. My understanding is they want the subway too.

3

My recommendation to the MTA is to push the 3010 plan and forget about this bus lane idea on the Westside. It is not needed in the corridor of condos and will prove a disaster between Veteran and Centineala same as it did a few years ago.

4

Please let me know if you would like to use the Westwood United Methodist Church for additional meetings for the subway.

Thank you.

John Heidt

COMMENT LETTER NO. 63
Heidt, John

Response to Comment No. 63-1

Please refer to Master Response No. 4 regarding the differences between the proposed project and the Bus Lane Demonstration Project.

Response to Comment No. 63-2

Please refer to Master Response No. 12 regarding the bus speeds between Comstock Avenue and Westwood Avenue and Master Response No. 14 regarding pedestrian safety.

Response to Comment No. 63-3

It will be several years before the Metro Purple Line Subway servicing the Westwood area is completed. Even after completion, bus service on Wilshire Boulevard would remain to serve those riders who choose not to take rail and to carry rail riders from rail stations to their origins/destinations along the Wilshire corridor.

Response to Comment No. 63-4

Comment noted; please refer to Response to Comment Nos. 63-1 and 63-3 above.

LETTER 64

From: Loan Audits [loanauditscal@gmail.com]
Sent: Monday, July 12, 2010 12:28 PM
To: WilshireBRT
Subject: Comments in support of bus only lanes on Wilshire

Hello,

I'd like to make three points:

1. I support the findings of the draft EIR.
2. I urge MTA and LA City Council to adopt the "Alternative A" proposal with one minor amendment. Amend the proposal to include Valencia to Parkview St. segments in the project where the Westlake/Alvarado community resides.
3. I support the expedient implementation of the Wilshire Bus-Only Lanes Project.

Bus and Metro Rail lines will improve Los Angeles infrastructure and provide affordable alternatives to transportation costs as well as reduce congestion, road repair, accidents, traffic, provide cleaner air and improve travel times. The benefits are numerous.

Sincerely,

Lisa Henschel

**COMMENT LETTER NO. 64
Henschel, Lisa**

Response to Comment No. 64-1

This commenter supports the proposed project and urges adoption of Alternative A with the inclusion of the segment between Valencia Street and Park View Street; the comment has been noted and will be forwarded to the decision makers for their consideration.

Please refer to Master Response No. 7 regarding the request to include the segment between Valencia Street and Park View Street in Alternative A.

LETTER 65

From: Hetz Matthew [hermes333@dslextreme.com]
Sent: Saturday, July 17, 2010 12:31 AM
To: WilshireBRT
Cc: Ken T-Comm Chair Alpern CD11; Ewing, David; Hetz, Matthew
Subject: Wilshire Bus Rapid Transit Project, photos

I support the development of bus only lanes for Rapid Buses on Wilshire Boulevard. I spoke at the Metro/LADOT meeting, June 30, at the Felicia Mahood Center, West Los Angeles on the subject, and wish to add my comments in writing

The creation of the bus only lanes is only a partial aspect of improving bus travel, particularly with the articulated buses in use by Metro. I have been a consistent bus rider since 1992, and ride rapid buses on Wilshire Blvd, and the 704 on Santa Monica Blvd., and the 751 through Westwood Village to the Getty Center. 1

If this project only focuses on the creation on the Rapid Bus lanes, and does not make improvements at the Rapid Bus stops, then it will be a failure and will not attract new riders.

One problem with the articulated buses is that the front door swings outward and then glides along the outside of the bus. At many Rapid Bus stops this is a problem due to high curbs. The streets of Los Angeles carry not only vehicles, but when it rains, they act as creeks and rivers to quickly move the water off the streets into the storm drains. To direct the rain water, the curbs are high, otherwise the water would rise up onto the sidewalks and onto property.

If the articulated buses stop too close to the high curbs, then the front door hits the curb and cannot open. Sometimes the door is wedged, and the bus cannot move. To make sure the door opens, the Rapid Buses then stop at a distance from the curb. This makes for a clumsy and difficult boarding and disembarking. The rider must step off the sidewalk into the street, and then into the high bus, and vice versa when departing.

There was no forethought in planning when these articulated buses began service, and that makes it very difficult for bus riders, particularly senior citizens; people with walking problems; women carrying a baby and stroller or pulling an infant along; or people carrying rolling attaches. If it is raining, the bus rider must step into the wet street, sometimes in deep water, to get into and out of the bus. This is not acceptable, and this problem with the front door must be addressed in this project. 2

Another major problem are the back doors of the articulated buses which many times open onto obstacles or a driveway cut-outs in the curbs which make for a very steep step down when disembarking.

Below are photos I've taken of the Wilshire Rapid Bus, Nos. 1 and 2, and the Santa Monica Rapid Bus, the remaining photos.

The Wilshire Rapid Bus photos, 1 & 2, are the stop at Westwood Blvd. This stop is on the west side of the intersection. When the back door opens there are a concrete trash can and tree, with a hole around it, in the way. This is not only awkward, it is a hazard, and it is without excuse. How could a transit system and city transportation department in one of the major cities of the world allow this to happen?

I've called Metro and LADOT about this stop, and nothing has changed.

Bus riders are instructed on the the articulated buses to depart via the back doors, so this is not a secret that passengers must depart this way. But it is obvious that no thought was given to the doors on the articulated

buses, and indeed, thought must be given on on the processes involved with passengers getting onto and off any and all buses.

The other photos are from the Santa Monica Blvd. Rapid Bus. They show that the back door exit is at a driveway cut-out. This makes for a very steep step, which it can be hazardous. Moreover, if it is raining, the departing bus rider is forced to step into the gutter carrying water. This is an insult to bus riders, and wrong since this can be avoided by planning.

Since I'm informing you of these situations, Metro and LADOT must carefully study and plan each and every Rapid Bus stop in this project to avoid these hazardous situations, and situations which make riding the bus in Los Angeles a journey more difficult than it needs to be.

If the new Rapid Bus lanes are to be successful, then careful planning must be made for each and every Rapid Bus stop to avoid there poorly planned and horribly executed bus stops.

Matthew Hetz
Los Angeles
Member, Los Angeles Council District 11 Transportation Commission



Rapid 720 stop, Wilshire Blvd at Westwood.JPG



Rapid 720 stop, Wilshire Blvd at Westwood.JPG



Santa Monica and Barrington stepping onto the driveway cut-out. If it was raining, it would be full of water.JPG



Santa Monica and Bundy
Notice how much of the woman's leg is cut off in photo, indicating the steepness of the step.JPG



Santa Monica and 26th.JPG



Santa Monica and Barrington.JPG

**COMMENT LETTER NO. 65
Hetz, Matthew**

Response to Comment No. 65-1

This commenter supports the proposed project; the comments regarding improvements at the BRT stops have been noted.

Response to Comment No. 65-2

The suggestions regarding bus specifications and bus loading and unloading features have been noted.

LETTER 66

Subject: Wilshire Blvd bus only lanes

Date: Monday, July 12, 2010 1:02 AM

From: DENNIS HINDMAN <dennis.hindman@att.net>

To: Wilshire BRT wilshirebrt@metro.net

It is imperative that the implimentation of the bus only lanes include the right to ride a bicycle in that lane during those hours. If bicycles are prohibited then most people who would want to ride down Wilshire Blvd during peak hours will be effectively excluded from this street during this time as riding in the next lane will put the bicyclist in between two travel lanes which will greatly increase their level of danger.

**COMMENT LETTER NO. 66
Hindman, Dennis**

Response to Comment No. 66-1

Bicycles would be allowed to operate in the bus lanes.

LETTER 67

From: lavotefire@gmail.com on behalf of David Holtzman [david@holtzmanlaw.com]
Sent: Monday, July 26, 2010 9:31 AM
To: WilshireBRT
Cc: thom.mrozek@usdoj.gov; leon.weidman@usdoj.gov; gary.plessman@usdoj.gov; lisa.pinto@mail.house.gov; henry.waxman@mail.house.gov
Subject: Comments on Wilshire "BRT" DEIR

Dear L.A. County MTA:

The following are comments, due today (July 26, 2010), on the DEIR for the proposed Wilshire Bus Rapid Transit Project. My contact information remains the same as for my scoping comments, which are incorporated herein by reference (many are not addressed in the DEIR).

Except where explicitly indicated, in these comments "DEIR" refers to the whole document under review, including the Draft EA (or EIS) provisions prepared for federal purposes. Also, in these comments "right lanes" generally means what the DEIR calls "curb lanes." Where these comments state that the DEIR is inadequate, that statement means a new DEIR should be prepared and circulated (or "recirculated," if that is the proper term), and it would be premature and possibly contrary to law to move forward with the preparation or circulation of any so-called "final" document.

For 5 hours a day on weekdays, the project would turn portions of Wilshire Boulevard into "hate zones". These hate zones would be filled with unwanted noise, pollution, traffic congestion, and police. This is not idle speculation. Actual experience with imposing this project's rules on the section of Wilshire in the City of Los Angeles west of Federal Ave was miserable for people in the area. Miserable.

The DEIR states that there was a 14% increase in bus speed during this miserable experience, but does not cite a report or data to substantiate this claim. Even so, that would amount to going at most 2 or 3 miles per hour faster. That cannot be worth the disruption caused. By itself, failure to substantiate that claim renders the DEIR inadequate. So does failure to address the miserable previous experience in any detailed way. So does failure to cite and make available studies that exist of that miserable experience.

I myself was awakened from sleep several times during the miserable experience by the sirens of police (usually Sherriff's motorcycles, it seems) vainly trying to keep the right lanes clear of non-bus traffic. But cars often could not make right turns from side streets onto Wilshire without at least momentarily stopping and blocking potential bus travel in the right lane. (When I took the bus during the miserable experience, it did not seem like buses arrived any more frequently.) (When I rode a bicycle in the right lane then [it was permitted], I was able to use the lane better than buses were. I would try to let buses pass me when and if they approached, which was generally feasible only at intersections.)

To ignore the actual significant experience of noise during a real-life trial, in submitting an environmental document to support an application for government funds, would be to lie in contravention of the law. This document, the DEIR, does ignore that experience, and does ignore or fail to present readily-obtainable actual experiences or data, instead of estimations from models. (Air pollution was significantly increased, for example, as could be noticed by sight or smell, as motor vehicles were more clustered and started and stopped more times per block travelled.) For this reason among others, a new DEIR must be prepared and circulated.

As far as I can tell, the DEIR similarly ignores the increased hazard to waiting passengers (often including high school students) and other pedestrians from narrowing the sidewalk containing the bus stop by the 7-11 store parking lot between Barrington and Federal. The sidewalk there is already often filled with people overflowing into the parking lot. Narrowing it risks pushing people into Wilshire traffic or into the path of motor vehicles in the parking lot. In response, the 7-11 store management or the property owner might put up a fence or landscaping to separate the sidewalk from the parking lot, which would only further increase the likelihood of student horseplay resulting in a tragic accident. Police motorcycle travel or an increase in bus speed would add to this hazard risk.

6

I reserve the right to sue under the federal False Claims Act (or other applicable law) if this DEIR, or a false, incomplete, inadequate document like it, is submitted to the federal government. To preserve my rights under that law, I am transmitting copies of this comment letter to the offices of the U.S. Attorney for the Central District of California and my U.S. Representative. Currently, the Wilshire BRT project appears to be primarily an effort to obtain federal funds for road repairs, an effort that disregards the environmental and social costs of imposing unnecessary restrictions on a vital, historic, public facility.

7

Concerns re Presentation.

The text and some tables of Appendix C are largely duplicative of material in the Air Quality and EA chapters of the DEIR. This is a waste of paper, energy, ink and readers' time. That material should be presented once, in the body of the EIR chapters, if it is necessary at all.

Concerns re Definitions, Cumulative Impacts, and Consistency with an AQMP, RTIP or RTP.

Consistency with an Air Quality Management Plan, Regional Transportation Improvement Plan or Regional Transportation Plan is not all that need be considered to determine the significance of cumulative impacts. The lead agency must make its own determination of significance. The DEIR does not make that clear and is inadequate. In fact, the DEIR wrongly cites part of a CEQA guideline to imply the opposite. On page 48 of Appendix C, use of the conclusory phrase "As such" falsely implies that the preceding factors are the only things that may enter into a determination regarding the significance of cumulative impacts.

8

The DEIR attempts but fails to waive away concerns about cumulative impacts on air quality by reference to an AQMP and its subsidiary RTP. Increased fuel burning by non-MTA vehicles slowed by project-related congestion is not accounted for, for example. Increased travel time is associated with increased emissions when travel is below optimal speeds for efficient use of fuel. In areas out of attainment for air quality standards, any increase in emissions of pollutants or precursors may be significant. The same goes for GHG emissions. The subject DEIR does not sufficiently address these issues.

9

The DEIR misquotes and misapplies CEQA guidelines § 15064(h)(3). The quote in the DEIR is incomplete and inaccurate. Moreover, this subsection of the guidelines is intended for use only when deciding whether or not an EIR must be prepared. So it is not valid for use in an EIR.

10

Just as merely including the word "Bus" in a proposal does not automatically mean the proposal is good, simply slapping the word "Rapid" on a proposal does not automatically mean the proposal would transform slow transportation to "rapid transportation" in the commonly understood sense of the term. To establish consistency with the description in the RTP, the DEIR must first define BRT, particularly the "R" part. Of particular difficulty may be explaining why buses that already display the label "Rapid" require a project like

11

the one proposed to be considered actually rapid. Is the “Rapid” false advertising? Since it lacks an adequate explanation of this issue, the DEIR is inadequate.

11

To my knowledge, the only available description of the 2008 RTP plan referenced in the DEIR, RTP ID LA29202W, is “**MID -CITY TRANSIT CORRIDOR: WILSHIRE BLVD. FROM VERMONT TO SANTA MONICA DOWNTOWN- MID-CITY WILSHIRE BRT INCL. DIV. EXPANSION**” [emphasis added]. (In some older documents (e.g., http://www.agmd.gov/ceqa/documents/2007/agmd/is_nop/07aqmp/appB.doc), it is described as “**MID -CITY TRANSIT CORRIDOR: WILSHIRE BLVD. FROM VERMONT TO SANTA MONICA DOWNTOWN- MID-CITY WILSHIRE BRT INCL. DIV. 10 EXPANSION**” [emphasis added]. This description is internally contradictory, because nothing west of I-405 is considered “Mid-City” in anyone’s reasonable estimation. Vermont Avenue is in Koreatown, and not in Downtown Los Angeles, so the word “downtown” must refer to Santa Monica. Perhaps the BRT (whatever that means) part of this project was intended to be limited to the actual Mid-City area, but the listed funding was intended to be used, in part, for the sorely needed repaving or resurfacing of the right lanes of Wilshire all the way from Koreatown (Vermont Ave.) to Wilshire’s westward end, possibly to protect buses from damage or to protect passengers’ nerves. An adequate DEIR would have elaborated on the description in the RTP (and explained the abbreviation “DIV.”) and at least attempted to demonstrate that the currently proposed project is consistent with that definition. This DEIR did not, and is inadequate.

12

Given that the project description in the RTP includes does not exclude the Beverly Hills or Santa Monica portions of Wilshire Blvd (downtown Santa Monica , even by the expansive definition of the Bayside District Corporation [a public-private management company that oversees Downtown Santa Monica], does not begin until 7th Street when travelling westbound on Wilshire [<http://downtownsm.com/about/index.html>]), the apparent refusal by Beverly Hills and Santa Monica to participate in the project is evidence that some officials or civic leaders are concerned about the disruption or environmental impacts it would cause. Failure to document and address those concerns in the DEIR is a further indication of the DEIR’s inadequacy and another reason a new DEIR must be prepared.

13

With regard to greenhouse gases, the DEIR suggests that emissions from project and would be “negligible,” and includes the inane statement, “The proposed project’s amount of emissions, without considering other cumulative global emissions, would be insufficient to cause climate change.” By what standard would GHG emissions be “negligible”? Did the analysis here include increased travel time (and hence emissions) for the same number of private vehicles? Or, in the alternative, did it assume forcing people onto buses (which would be a civil rights violation -- see below)? In this regard, the DEIR is inadequate.

14

Additional Concerns re Environmental Assessment Chapter.

The DEIR’s Chapter 7, Environmental Assessment, on p. 7-11, says “localized operational air quality impacts related to criteria pollutants, would not be considered substantially adverse” but only one pollutant, carbon monoxide, was considered. Here, again, the DEIR is inadequate.

15

Also on p. 7-11, the DEIR states, “The proposed action would be expected to reduce air pollutant emissions by encouraging more commuters to leave their cars and ride the CNG powered buses.” The DEIR appears to be inadequate with regard to that statement because nowhere did I see an analysis of bus ridership effects of the project (or proposed action, whatever the proper term is), car trip effects, or of emissions from affected car trips, which would likely, as suggested above, be substantially increased due to increased travel time and associated increased and more inefficient fuel burning.

16

The DEIR is also inadequate because it did not address civil rights impacts of the proposed action/project. Peak-hour buses on Wilshire in the project area are already visibly crowded beyond the load factor found by a federal court to constitute a civil rights violation during the pendency of the consent decree resulting from litigation involving the Bus Riders Union. Also plainly visible is the largely non-white appearance of the over-packed riders. Regardless of whether racial discrimination is involved, a court would likely find action intended to be “encouraging” (which is not too far from “forcing”) people to travel on overcrowded buses to be a civil rights or constitutional violation. I reserve the right to bring a lawsuit to redress such a violation on behalf of myself, a group of plaintiffs, or a class.

17

As far as I can tell, nowhere in the DEIR does MTA commit to, or analyze, adding buses or bus trips to the Wilshire corridor in order to reduce overcrowding. Did I miss something?

18

Note: the schoolchildren who ride the bus from the stop near the 7-11 store between Barrington and Federal are overwhelmingly non-white, and they mainly ride from there in non-peak hours, so would not benefit from the project, but would be burdened by project construction and from the narrowing of the sidewalk (discussed above). The DEIR is inadequate for not discussing this and things like it at least under the heading of environmental justice. Looking at near-project residence census data is simply not enough.

19

On p. 7-12, the DEIR notes “SCAQMD recommends that a health risk assessment (HRA) be conducted for projects that emit substantial diesel particulate emissions”. Well, operation of the proposed project would cause substantial diesel particulate emissions by causing more starting and stopping of the existing diesel vehicle traffic which would be crammed into fewer lanes with slower travel and fewer vehicles getting through intersections per traffic light cycle. So by not including such an HRA, the DEIR is inadequate.

20

Also on p. 7-12, the DEIR misleadingly says, “Since the proposed action would operate CNG buses rather than diesel buses and would not result in the emission of acute and/or chronically hazardous TAC pollutants, an air toxics HRA is not warranted.” This suggests to the reader that diesel buses would be replaced, which is not true. In addition, as far as I can tell, the project/action would does not involving adding any additional CNG buses to Wilshire travel. Furthermore, the action *would* result in TAC emissions from re-directed and slowed traffic. This statement is a further indication that the DEIR is inadequate. Finally, the DEIR should present the results of an air toxics HRA.

21

On p. 7-31, the DEIR says, “The proposed action would convert existing curb lanes on Wilshire Boulevard to bus and right-turn only operation in the peak periods on weekdays.” But I was under the impression that bicycle travel would also be allowed in the right lanes of Wilshire then. This should be clarified.

22

The noise section of Chapter 7 completely ignores honking horns and police sirens, although in the previous implementation of a smaller version of the proposed action/project, horn honking and police sirens were intolerably increased. Failure to report these known adverse effects amounts to fraud. The DEIR is inadequate in this regard, and would cause a False Claims Act violation if submitted to the federal government.

23

Page 7-71 of the DEIR claims that there would be “No adverse impacts related to safety and security” because the proposed action/project would not “substantially change the operation of the Wilshire Metro Rapid bus service.” This appears to be an admission that the action/project would not provide benefits sufficient to support a statement of overriding considerations for CEQA purposes. Moreover, if the project/action would in fact increase speeds of large vehicles such as those currently operated by the Rapid bus service, it stands to

24

reason that increased safety hazards would be associated with that increase in speed. People have died from traffic accidents, including vehicle-pedestrian accidents, along the corridor. The right lane and sidewalk on Wilshire in the L.A. County portion of the project area (federal land) are particularly dangerous. The DEIR is inadequate in its consideration of safety hazards.

24

Additional Concerns re Air Quality.

On page 4.2-1, the DEIR states that its air quality analyses are based on three SCAQMD guidance documents. The first of these is out-of-date. The second is designed for square project sites, not miles-long single-lane (or two single-lane) sites. The third shares that lack of “fitness for purpose” here and contains errors in its derivation. In this regard, therefore, the DEIR is inadequate.

25

Moreover, the lead agency must make its own independent determination of what is or is not significant. The SCAQMD documents are not binding on the lead agency. Thus, throughout, the DEIR is inadequate where it simply states that impacts would not be significant or would be less than significant, without qualifying those statements by reference to the standards used, or without notice to the reader that other criteria for significance may be used.

26

On p. 4.2-1, the definition of “criteria” pollutants is wrong.

27

The project would modify an existing TAC emissions source, the emissions from existing traffic on Wilshire. That traffic, with the possible exception of buses, would be slowed, resulting in increased TAC emissions. The DEIR is inadequate for not considering this.

28

The statement that the project “would facilitate the movement of existing traffic through the study corridor” is a flat-out lie.

29

Regarding the analysis beginning on p. 4.2-22, it is not clear if the C term, capacity, was appropriately decreased to reflect the fewer lanes available for non-bus vehicles at project-affected intersections. The DEIR is inadequate for not presenting that clearly.

30

Contrary to the DEIR’s treatment of odors (Impact AQ4), the project would create objectionable odors. Previous experience with implementation of a smaller version of the project west of Federal Avenue involved increased starting and stopping, and slower movement, including more per-block presence time, of stinky vehicles. The odor of diesel exhaust was palpably increased, and the failure of the DEIR to include survey data about that, and other issues, renders it inadequate.

31

Similarly, the air emissions and dispersion models used in the DEIR do not account for “puffs” of pollutant emissions coming from diesel and other vehicles as they start up from being stopped. This, too, shows that the DEIR is inadequate.

32

The analysis of GHG emissions (Table 4.2-8) should include operations, as the project would likely cause increased vehicle running time, and an associated increase in GHG emissions, for vehicles not permitted in Wilshire Boulevard’s right lanes. The DEIR is inadequate in that regard.

33

The DEIR states on p. 4.2-31 that “the proposed project would reduce GHG emissions, compared with existing conditions, by improving traffic circulation and relieving local congestion.” That is a flat-out lie. (The project

34

would impede traffic circulation and exacerbate local congestion.) It is even contradicted by data in the CO hotspots analysis. With a statement like that, the DEIR is clearly inadequate.

- David A. Holtzman, M.P.H., J.D.

COMMENT LETTER NO. 67
Holtzman, David

Response to Comment No. 67-1

Comment noted.

Response to Comment No. 67-2

The demonstration project was markedly different from the proposed project in several important aspects. First, the demonstration project created adverse traffic impacts along the segment of Wilshire Boulevard between Barrington Avenue and Federal Avenue due to the conversion of the eastbound mixed-flow curb lane into a bus lane. The loss of the mixed-flow lane created a significant traffic bottle neck and delays that extended back from Federal Avenue to Bundy Drive. In contrast, the proposed project would widen the south side of Wilshire Boulevard between Barrington Avenue and Federal Avenue and install the proposed bus lane on the roadway gained from the widening. There would be no reduction in the number of the existing mixed-flow lanes. Consequently, the adverse traffic impact of the demonstration project is expected to be eliminated by the proposed roadway widening. Please refer to Master Response No. 4 regarding other differences between the proposed project and the Bus Lane Demonstration Project.

Response to Comment No. 67-3

A “Before-and-After” study was conducted on the demonstration project in 2004 by Korve Engineering. The Before-and-After study showed up to a 14% improvement in bus travel times in this one-mile segment, but most importantly, service reliability was significantly improved, which is another key goal of this project. This was particularly true on days and times when roadway congestion seemed unusually higher than normal. Please refer to Master Response No. 4 regarding the differences between the proposed project and the Bus Lane Demonstration Project.

Response to Comment No. 67-4

The bus lanes would need to be patrolled heavily at first in order to keep the curb lanes clear of non-bus traffic and until people can become accustomed to them. Once people are used to the bus lanes, the frequency of patrolling can taper off. People wishing to make right turns from side streets or from out of driveways, would be allowed enough time to merge safely onto regular traffic without getting ticketed.

Response to Comment No. 67-5

Comment noted. However, actual noise measurements were conducted on December 4, 2009 to evaluate existing sound levels and assess potential project noise impacts on the surrounding area. In addition, the SCAQMD screening criteria were developed based in part on actual odor complaints. According to the SCAQMD CEQA Air Quality Handbook (South Coast Air

Quality Management District 1993), land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The proposed project not would include any uses identified by the SCAQMD as being associated with odors and, therefore, would not produce objectionable odors.

Response to Comment No. 67-6

The Draft EIR/EA fully considered the potential impact of the proposed sidewalk reduction, and determined that the reduction would have no significant impact on either pedestrians or traffic safety or impede pedestrian or traffic movement. In addition, the proposed width of the new sidewalks would comply with all federal and state Standard Specifications for Major Streets, such as Wilshire Boulevard, as well as the ADA sidewalk standard.

Response to Comment No. 67-7

The comment has been noted and will be forwarded to the decision makers for consideration.

Response to Comment No. 67-8

Contrary to the commenter's assertion, CEQA Guidelines Section 15064(h)(3) makes is very clear that a Lead Agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project would comply with the requirements in a previously approved plan or mitigation program, which provides specific requirements that would avoid or substantially lessen the cumulative problem (e.g. water quality control plan, air quality plan, integrated waste management plan) within the geographic area in which the project is located., as long as such plans or programs are specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency. The SCAQMD 2007 AQMP, the SCAG 2008 RTP, and the SCAG 2008 RTIP have all been adopted by the public agency with jurisdiction over the affected resources through a public review process. Cumulative impacts were evaluated consistent with SCAQMD requirements, which is the public agency responsible under the federal Clean Air Act for bringing the region into attainment status for all criteria pollutants.

Response to Comment No. 67-9

As discussed in Response to Comment No. 67-8 above, cumulative impacts were evaluated consistent with SCAQMD requirements, which is the public agency responsible under the federal Clean Air Act for bringing the region into attainment status for all criteria pollutants. As discussed in Response to Comment No. 55-4, GHG emissions were evaluated consistent with CEQA Guidelines revisions related to the evaluation of GHG emissions adopted in December 2009 that became effective in March 2010. Criteria pollutant emissions and GHG emissions were both addressed in the Draft EIR/EA.

Response to Comment No. 67-10

Please refer to Response to Comment Nos. 67-8 and 67-9 above,

Response to Comment No. 67-11

Please refer to Response to Comment No. 67-12 below.

Response to Comment No. 67-12

The description of the 2008 RTP referenced in the Draft EIR/EA (RTP ID No. LA29202W) was modified to include the current project as well. The description now includes the 12.5-mile corridor project with 9.6 miles of peak period bus lanes on Wilshire Boulevard from Valencia Street to the City of Santa Monica city limit, excluding the City of Beverly Hills. The project consists of selective street widening, selective curb lane reconstruction/repaving, improved traffic signal timing, and improved bus signal priority.

Response to Comment No. 67-13

Please refer to Master Response No. 17 regarding the non-participation of the Cities of Beverly Hills and Santa Monica.

Response to Comment No. 67-14

As discussed in Response to Comment No. 55-4, GHG emissions were evaluated consistent with CEQA Guidelines revisions related to the evaluation of GHG emissions adopted in December 2009 that became effective in March 2010. In addition, development of public transit infrastructure is consistent with the State goal (per SB 375) of reducing GHG emissions associated with passenger vehicle travel by promoting alternative transportation choices, among other measures.

Response to Comment No. 67-15

The Draft EIR/EA followed the SCAQMD prescribed methodology for evaluation of localized impacts related to criteria pollutants during long-term operations.

Response to Comment No. 67-16

The Draft EIR/EA statement referenced by the commenter neither provides a significance conclusion nor the basis for a significance determination under CEQA.

Response to Comment No. 67-17

Buses are scheduled on every corridor, including Wilshire Boulevard, to meet passenger demand. The implementation of bus lanes on Wilshire Boulevard would not only help reduce passenger travel times, but, most importantly, the improved travel times would remain relatively constant over time due to the

separation of the bus lanes from mixed-flow traffic. LACMTA believes this would help with the overcrowding since there would be less bus bunching and passenger loads more evenly distributed. These improved travel times and consistencies would allow for improved operating efficiency and the ability to provide more trips without the need to increase the existing fleet size.

Response to Comment No. 67-18

Please refer to Response to Comment No. 67-17 above.

Response to Comment No. 67-19

The commenter's assertion that there are civil rights impacts and impacts to non-white members of the public are unsubstantiated claims supported by no evidence. Please refer to Response to Comment No. 35-6 regarding impacts associated with the reduction of sidewalk widths.

Response to Comment No. 67-20

As discussed in the Draft EIR/EA on page 4.1-15, "...drivers respond to changes in speed and capacity of the roadway network. If a roadway's capacity is reduced, as is the case along Wilshire Boulevard, traffic will divert to other routes that may offer faster travel times..." Based on SCAQMD screening criteria, a quantitative HRA is not warranted. SCAQMD recommends that a health risk assessment (HRA) be conducted for projects that emit substantial diesel particulate emissions (e.g., truck stops and warehouse distribution facilities) or certain industrial projects that result in the emitting of acute and/or chronically hazardous TAC pollutants. Since the proposed project would not change bus operation along Wilshire Boulevard, it is not anticipated to measurably change the emission of acute and/or chronically hazardous TAC pollutants. Therefore, an air toxics HRA is not warranted.

Response to Comment No. 67-21

Please refer to Response to Comment No. 67-20.

Response to Comment No. 67-22

Not only would the existing curb lanes on Wilshire Boulevard be converted to bus and right-turn only operation during the peak periods on weekdays, but bicycles would be allowed to use the bus lanes as well.

Response to Comment No. 67-23

The bus lanes would need to be patrolled heavily at first in order to keep the curb lanes clear of non-bus traffic and until such time that people become accustomed to them. Once people are used to the bus lanes, patrolling can taper off. In addition, these bus lanes would not be implemented prior to

7:00 a.m. on weekdays or extend beyond 7:00 p.m. (bus lanes would operate from 7:00 a.m. to 9:00 a.m. and from 4:00 p.m. to 7:00 p.m.).

Response to Comment No. 67-24

The statement was not to imply that the project wouldn't provide benefits sufficient to support a statement of overriding consideration for CEQA purposes. The statement simply meant that Metro Rapid and Local service on Wilshire Boulevard would continue to operate as it does today on Wilshire Boulevard. However, with the improved bus travel times and service reliability, more trips can be provided with the same fleet size. The separation of buses from mixed-flow traffic would also help to improve overall safety as the two highest causes of accidents are cars either running into the back of the buses at bus stops or sideswiping buses while trying to get around them. In addition, buses are never allowed to exceed the posted speed limit.

Response to Comment No. 67-25

The commenter's assertions that the SCAQMD guidance documents are out of date and/or are inappropriate are not accurate. All significance conclusions were based on clearly defined thresholds that are sufficiently referenced/sourced within the Draft EIR/EA.

Response to Comment No. 67-26

The commenter's assertions that the SCAQMD guidance documents are out of date and/or are inappropriate are not accurate. All significance conclusions were based on clearly defined thresholds that are sufficiently referenced/sourced within the Draft EIR/EA.

Response to Comment No. 67-27

No definition of "criteria pollutants" is provided on page 4.2-1 of the Draft EIR/EA. Rather, there is a sub-section heading titled "Criteria Air Pollutants," following which there is a discussion of criteria pollutants.

Response to Comment No. 67-28

Please refer to Response to Comment No. 67-20.

Response to Comment No. 67-29

One of the goals of the proposed project is to "improve traffic flow along Wilshire Boulevard." The proposed project includes the reconstruction of the curb lanes for a substantial portion of the corridor. With implementation of the proposed project, buses would be instructed to use the curb lanes except to pass. Currently, buses use all of the lanes. By concentrating the buses in the curb lanes during peak hours, traffic flow would be improved because buses would not make as many lane changes that are disruptive to the overall flow of traffic. The proposed project also includes upgrades to the transit

signal priority on Wilshire Boulevard. These upgrades would extend the green indication for all vehicles on Wilshire Boulevard when a bus approaches an intersection, resulting in fewer stops by buses that impede traffic flow. The proposed project also includes widening Wilshire Boulevard between Barrington Avenue and Bonsall Avenue to create a new eastbound bus lane. This additional capacity would improve traffic flow in this area. The proposed project would lengthen the eastbound left-turn pocket at Sepulveda Boulevard for traffic making a left-turn from eastbound Wilshire Boulevard to northbound Sepulveda Boulevard. Currently, that traffic often spills onto and blocks one of the through lanes. By eliminating this spillover from the left-turn pocket, the proposed project would improve traffic flow in this segment.

Response to Comment No. 67-30

Please refer to Master Response No. 16 regarding traffic flow from Beverly Hills and the impacts of reducing the number of mixed-flow lanes that would create backups from Beverly Hills to Comstock Avenue.

Response to Comment No. 67-31

Comment noted. However, the SCAQMD screening criteria were developed based in part on actual odor complaints. According to the SCAQMD CEQA Air Quality Handbook (South Coast Air Quality Management District 1993), land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The proposed project not would include any uses identified by the SCAQMD as being associated with odors and, therefore, would not produce objectionable odors.

Response to Comment No. 67-32

The micro-scale dispersion modeling conducted as part of the Draft EIR/EA air quality analysis is consistent with the SCAQMD prescribed methodology, which is a methodology that is recognized by the USEPA as a conservative method to evaluate mobile-source air pollutant emissions and related concentrations.

Response to Comment No. 67-33

The proposed project is not anticipated to have a material effect on vehicle running time. As discussed in the Draft EIR/EA on page 4.1-15, "...drivers respond to changes in speed and capacity of the roadway network. If a roadway's capacity is reduced, as is the case along Wilshire Boulevard, traffic will divert to other routes that may offer faster travel times..." In addition, development of public transit infrastructure is consistent with the State goal (per SB 375) of reducing GHG emissions associated with passenger vehicle travel by promoting alternative transportation choices, among other measures. The proposed project would have no meaningful effect on long-term GHG emissions when compared to the No Project Alternative.

Response to Comment No. 67-34

Development of public transit infrastructure is consistent with the State goal (per SB 375) of reducing GHG emissions associated with passenger vehicle travel by promoting alternative transportation choices, among other measures. Over the long term, GHG emissions would be reduced as more travel demands are served via an increasingly efficient and assessable public transportation system instead of single-occupant vehicles.

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J/S Brown

LETTER 68

From: [REDACTED]
To: <holmbywestwood-owner@yahogroups.com>
Sent: Monday, July 19, 2010 10:00 PM
Subject: Re: [Holmby-Westwood Property Owners Association] Busway EIR Petition

I don't know how to enter our names in opposition to the bus-only lanes, but please enter us:

1

Lynn and David Horowitz
908 Westholme Avenue
Los Angeles, CA 90024
310-279-2291
e-mail: [REDACTED]

7/23/2010

**COMMENT LETTER NO. 68
Horowitz, David and Lynn**

Response to Comment No. 68-1

The commenters oppose the proposed project; the comment has been noted, and the commenters' names have been added to the project's database.

LETTER 69

From: Dan Hsieh [dan.hsieh@mtcllc.net]
Sent: Monday, July 19, 2010 3:52 PM
To: WilshireBRT
Subject: DEIR

Dear Sir:

I would like to submit the following comments regarding the Wilshire BRT DEIR:

1. I support the findings of the DEIR
2. Of the three Alternatives, I support Alternative A
3. I support the expedient implementation of the Wilshire Bus-only Lanes Project
4. I urge the addition of a new stop for the 720 Red Line service at the corner of Rimpau and Wilshire. The current 720 service does not have a stop between Crenshaw and La Brea, a span of 1.4 miles, the longest interval between stations on the entire line. By placing a stop at Rimpau/Wilshire, the distance between stops will be more consistent with the other intervals between all other 720 stations. Within 0.5 miles of this Rimpau/Wilshire lies numerous office buildings, including the headquarters of Farmer's Insurance; schools, including Los Angeles High School and John Burroughs Middle School; and many residences. These locations cannot be comfortably served by either Crenshaw/Wilshire and LaBrea/Wilshire. As such I urge that the Project include a new stop at the corner of Rimpau and Wilshire for the 720 line.

Sincerely,

Daniel Hsieh

COMMENT LETTER NO. 69
Hsieh, Dan

Response to Comment No. 69-1

This commenter supports the proposed project; the comment has been noted and will be forwarded to the decision makers for their consideration.

Please refer to Master Response No. 7 regarding the request to include the segment between Valencia Street and Park View Street in Alternative A.

Response to Comment No. 69-2

The proposed project does not involve any changes to the bus service or operation. The primary goal of the proposed project is to improve bus passenger travel times and bus service reliability by allowing buses to travel in dedicated peak-period bus lanes for the majority of the alignment. The commenter is encouraged to contact a Metro Passenger Relations Representative at (213) 922-6235 or (800) 464-2111 or by e-mail at customerRelations@metro.net for questions/suggestions regarding the current bus service.

LETTER 70

Fname	LName	Org	Email Address
<input type="text" value="Tania"/>	<input type="text" value="Ibanez"/>	<input type="text"/>	<input type="text" value="Tania.Ibanez@doj.ca.gov"/>

Date	Format	File Name
<input type="text" value="Jun 24, 2010"/>	<input type="text" value="email"/>	<input type="text" value="ibanez.tania.062410"/>

Summary

Comment

I am in favor of Wilshire Bus Transit Metro's proposal of making one lane a bus lane on Wilshire Blvd. For the last 3 years I have been commuting from Miracle Mile to Downtown LA via the 720 and then taking the Metro purple line to downtown Los Angeles.

I purposefully avoided taking the 720 all the way downtown because the congestion defeated the whole transit bus purpose. On a typical day, the 720 gets caught up in traffic with all of the commuting vehicles. There is nothing rapid about the 720, other than the fact that it stops less than the 20. If you want to increase bus rider ship you have to make it faster and more efficient for commuters to trade in their cars. As long as they are in the same lane as the buses they will have no incentive to get on the bus.

Many of my friends have told me that they don't want to have to wait for the bus to arrive, and that is the biggest factor in people not taking the bus. But if vehicle drivers see that the bus has priority over them, it the bus can get commuters to their destination faster, and if the wait time at the bus stop is diminished by the priority use of the street, drivers will think twice about driving to work.

As far as the businesses are concerned, many of them are already impacted by the no parking zone during rush hour already. These businesses have chosen to operate in a high density traffic area. They already have access to pedestrian customers who live and work in the area. They also may gain new customers with increased bus rider ship. When I used to drive I had no reason to stop at any of the businesses located at Wilshire and Western or Wilshire and Vermont. I have visited many of the businesses located at these intersections during the last three years because of their accessibility to the metro stations.

Please, please, please make it easier to commute not harder.

1

**COMMENT LETTER NO. 70
Ibanez, Tania**

Response to Comment No. 70-1

This commenter supports the proposed project; the comment has been noted and will be forwarded to the decision makers for their consideration.



VIA E-MAIL

July 25, 2010

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:

On July 23, 2010, the Mid City West Community Council (Mid City West) voted 26-5 to support the portion of the Wilshire Bus Rapid Transit project, Alternative A, that is included within our boundaries. Conceptually, we support the entire project, but recognize that some adjustments might be warranted to meet the needs of other neighborhoods.

The Mid City West Community Council is the official Los Angeles neighborhood council whose boundaries include the portion of Wilshire Boulevard between La Brea Avenue and the City of Los Angeles/ Beverly Hills border. Our 45-person board of directors represents a diverse array of stakeholders, including residents, businesses, schools and other groups. We believe that improved public transit service is an essential component of addressing traffic congestion in our neighborhood by providing alternatives to the automobile. The Wilshire BRT project will provide significant benefits to the transit-using members of our community, including seniors, disabled and youth who cannot drive; lower-income residents and workers who cannot afford cars; and those who use transit by choice.

The Draft Environmental Impact Report/Environmental Assessment (EIR/EA) indicates that the project will create significant impacts at three intersections in our neighborhood:

- Fairfax Avenue/Wilshire Boulevard (a.m. and p.m. peak)
- La Brea Avenue/Wilshire Boulevard (a.m. peak)
- Fairfax Avenue/Olympic Boulevard (a.m. and p.m. peak)

543 N. Fairfax Avenue, Suite 106 • Los Angeles, CA 90036 • Office: 323 651 3512 • Fax: 323 852 1407

Beverly Center • Beverly Grove • Burton Way • Carthay Circle • Fairfax District • Melrose • Miracle Mile • Park La Brea

1

2

At the first two intersections, the impacts cannot be fully mitigated. Nevertheless, Mid City West supports the Wilshire BRT project.

2

Mid City West supports Alternative A in part because it would mean improvements to the curb lanes of Wilshire Boulevard between Fairfax Avenue and San Vicente Boulevard, within our boundaries. These lanes currently are in poor condition.

3

Also, we have concerns about the fact that the City of Beverly Hills is not currently participating in the project. If the project is approved, Mid City West requests that Metro and the City of Los Angeles ensure that transitions at or near San Vicente Boulevard do not create adverse impacts on our neighborhood.

4

Finally, the City of Los Angeles has adopted mitigation measures to address the impacts of other projects in our neighborhood, including construction of the Grove at the Farmers Market, and expansion of LACMA. In particular, the Grove Neighborhood Traffic Management Plan includes measures to reduce traffic on 6th Street between Fairfax and San Vicente; and traffic calming measures are being considered on 8th Street between Fairfax and La Brea. Mid City West does not wish to see these neighborhood protection programs undone in an effort to address potential impacts of the Wilshire BRT project.

5

Very truly yours,



Chair, Mid City West Community Council

COMMENT LETTER NO. 71
Jacobberger, Jeff, Chair
Mid City West Community Council

Response to Comment No. 71-1

This commenter supports the proposed project; the comment has been noted and will be forwarded to the decision makers for their consideration. As this comment does not state a concern or a question regarding the adequacy of the analysis in the Draft EIR, no further response is warranted.

Response to Comment No. 71-2

The commenter acknowledges the significant unavoidable traffic impacts at the intersections of Fairfax Avenue and Wilshire Boulevard and La Brea Avenue and Wilshire Boulevard, which are located in the Mid City West neighborhood. However, the commenter indicates that Mid City West remains in support of the project.

Response to Comment No. 71-3

Comment noted. As this comment does not state a concern or a question regarding the adequacy of the analysis in the Draft EIR, no further response is warranted. However, the comment will be forwarded to the decision makers for their review and consideration.

Response to Comment No. 71-4

Comment noted. Since the segment of Wilshire Boulevard within the City of Beverly Hills is not part of the project at this time, easy transitions at the city limits would be made. Transition areas of approximately 300 feet would be provided to allow through traffic to exit the bus lane. Appropriate signage would also be installed along Wilshire Boulevard, particularly near transition areas, to inform motorists of bus lane operation during peak hours.

Response to Comment No. 71-5

The proposed project would not affect the implementation of mitigation measures that have been adopted by the City for other projects in the neighborhood, including the Grove Neighborhood Traffic Management Plan.

The Draft EIR/EA investigated the potential traffic impact of the proposed project on the major roadways adjoining Wilshire Boulevard, including 6th Street, and determined that it would have no impact on the identified segment of 6th Street.

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LETTER 72

From: CliffjSD [CliffjSD@cox.net]
Sent: Friday, July 23, 2010 12:13 PM
To: WilshireBRT
Subject: RE: Trolleybuses Along Wilshire Blvd

Hello,

My name is Cliff Jones and have been very much interested in the issue of public transit along Wilshire Blvd. I understand that there have been issues regarding continuing the subway along the blvd for many years...I think that a Trolleybus....similar to what's in use in San Francisco and Boston would be a fantastic option to consider....Thanks for your consideration...

Cliff Jones
San Diego

A Tree Is Known By The Fruit It Bears!

=====
Email scanned by PC Tools - No viruses or spyware found.
(Email Guard: 7.0.0.18, Virus/Spyware Database: 6.15500)
<http://www.pctools.com>
=====

**COMMENT LETTER NO. 72
Jones, Cliff**

Response to Comment No. 72-1

Comment noted. LACMTA is not considering a trolleybus project on Wilshire Boulevard at this time. As this comment does not state a concern or a question regarding the adequacy of the analysis in the Draft EIR/EA, no further response is warranted. However, the comment will be forwarded to the decision makers for their review and consideration.

LETTER 73

From: feedback@metro.net
Sent: Sunday, July 18, 2010 4:23 AM
To: WilshireBRT
Subject: [Metro.net] customer comment

Comment from

First Name: Gary
Last Name: Jornacion
Email: iamgary25@yahoo.com
Phone:
URL:

:My name is Gary Jornacion, this is my comment for Wilshire bus only lanes

1. I support the findings of the draft EIR.
2. I urge MTA and LA City Council to adopt the "Alternative A" proposal with one minor amendment. Amend the proposal to include Valencia to Parkview St. segments in the project where the Westlake/Alvarado community resides.
3. I support the expedient implementation of the Wilshire Bus-Only Lanes Project.

Riding the Metro for almost 2 years now, I found that it helped relieve the stress of traffic and driving within traffic. Improving the Rapid bus on Wilshire will encourage more people to take public transportation.

thank you

**COMMENT LETTER NO. 73
Jornacion, Gary**

Response to Comment No. 73-1

This commenter supports the proposed project and urges adoption of Alternative A with the inclusion of the segment between Valencia Street and Park View Street; the comment has been noted and will be forwarded to the decision makers for their consideration.

Please refer to Master Response No. 7 regarding the request to include the segment between Valencia Street and Park View Street in Alternative A.

LETTER 74

From: feedback@metro.net
Sent: Thursday, July 22, 2010 3:00 PM
To: WilshireBRT
Subject: [Metro.net] customer comment

Comment from

First Name: Neal
Last Name: Kaufman
Email: neal@4kc.biz
Phone:
URL:

I favor NO PROJECT for Wilshire BRT from Comstock Ave. to Glendon. I feel that this effort would cost the city money and would end up doing just the opposite (restrict traffic flow) of what is intended.

COMMENT LETTER NO. 74
Kaufman, Neal

Response to Comment No. 74-1

This commenter opposes the proposed project. The traffic study conducted for the Wilshire BRT Project examined impacts on traffic, recommended traffic mitigation measures, and identified traffic impacts that cannot be mitigated. As this comment does not state a concern or a question regarding the adequacy of the analysis in the Draft EIR, no further response is warranted. However, the comment has been noted and will be forwarded to the decision makers for their review and consideration.

LETTER 75

From: feedback@metro.net
Sent: Monday, July 26, 2010 12:07 PM
To: WilshireBRT
Subject: [Metro.net] customer comment

Comment from

First Name: Gary
Last Name: Kavanagh
Email: garyridesbikes@gmail.com
Phone:
URL:

I just want to voice my support for bus only lanes. It's long overdue, and especially for a road with as many transit users as Wilshire. Isn't it the highest bus ridership on a route in the nation? Some drivers will complain, but they will complain about everything. A bus with 50+ people on it should take priority over all the clogging single occupancy cars littering the road.

**COMMENT LETTER NO. 75
Kavanagh, Gary**

Response to Comment No. 75-1

This commenter supports the proposed project; the comment has been noted and will be forwarded to the decision makers for their consideration.

LETTER 76

From: feedback@metro.net
Sent: Friday, July 23, 2010 4:54 PM
To: WilshireBRT
Subject: [Metro.net] customer comment

Comment from

First Name: Jeff
Last Name: King
Email: jeffking@kingsseafood.com
Phone: 7144320400#207
URL:

The Wilshire Blvd.terminus for new transit provides different challanges. The Blue Line has not necessarily helped City of Long Beach. All depends on effect on SM traffic/retail/Ocean Ave,etc.Restaurants (our business/2 on Ocean) will not benefit & may magnify already poor traffic issues, especially further South. This is not the same as other areas of LA & we'd urge major input from those effected.

COMMENT LETTER NO. 76

King, Jeff

Response to Comment No. 76-1

This comment is in regards to the Westside Subway Extension Project. The proposed project involves the creation of dedicated peak-period bus lanes for the majority of the alignment, which would terminate at Centinela Avenue on the western end. Accordingly, the proposed project would not affect traffic conditions in downtown Santa Monica or Ocean Avenue, which is located approximately 2.5 miles west of the project terminus. As this comment does not state a concern or a question regarding the adequacy of the analysis in the Draft EIR, no further response is warranted. However, the comment will be forwarded to the decision makers for their review and consideration.



BRENTWOOD Community Council

149 S. Barrington Ave., Box 194, Los Angeles, CA 90049
www.brentwoodcommunitycouncil.org

July 22, 2010

Martha Butler, Project Manager
LACMTA
One Gateway Plaza, Mail Stop 99-23-1
Los Angeles, CA 90012

Re: Comments on DEIR/EA for Bus Rapid Transit Project on Wilshire Blvd.

Dear Ms. Butler:

The Brentwood Community Council ("BCC") has reviewed the Draft Environmental Impact Report ("DEIR") for the Wilshire Bus Rapid Transit Project ("Wilshire BRT"). During the scoping period we had previously submitted a list of items that we proposed should be studied as part of this DEIR, and that scoping letter is incorporated herein by reference. At a meeting of the Board of the BCC on July 6, 2010, a Motion was unanimously passed to submit this letter in substantially this form.

We are very concerned that the team that put together the DEIR failed to study the impacts of implementing the Wilshire BRT in the Brentwood area, which is the area immediately to the north of Wilshire Blvd. between Centinela Avenue and the I-405. The map "Traffic Study Intersections" that was distributed as part of the Public Hearings for the Draft EIR/EA showed "Traffic Study Intersections" as blue dots and NONE were in Brentwood north of Wilshire. While the DEIR analysis took into account the impacts on West Los Angeles which is south of Wilshire Blvd. and west of the I-405, and it also looked at the impacts both north and south of Wilshire in the areas east of the I-405, it inexplicably did not study any of the impacts of implementing the project on Brentwood. As is noted below, an LADOT report prepared in 2005 states clearly that implementing bus lanes on Wilshire Blvd. west of the I-405 has a very significant impact on traffic on Sunset Blvd. and on other parallel neighborhood streets in between Sunset and Wilshire , so it makes no sense that these streets north of Wilshire Blvd. were not included in the DEIR study area. Why were no intersections or streets in Brentwood north of Wilshire part of the traffic study?

At a minimum, the DEIR should address the traffic impacts on Montana Avenue, San Vicente Blvd., Sunset Blvd. west of the 405 freeway, Barrington Avenue north of Wilshire and Bundy Drive north of Wilshire. It should also address the impact on the intersections in Brentwood, including Sunset/Carmelina, Sunset/Kenter, Sunset/Bundy, Sunset/Barrington Ave, Sunset/Barrington Place, Sunset/405/Church, Montana/Bundy, Montana/San Vicente, Montana/Barrington, San Vicente/Bundy, San Vicente/Gorham,

San Vicente/Barrington, San Vicente/Bringham/Federal. The DEIR is flawed, deficient, and inadequate without the inclusion of these streets and intersections in the traffic study. Why were each of these streets and intersections not part of the traffic study?

1

The DEIR is flawed, deficient, and inadequate because the traffic study found that the Wilshire/Bundy and Wilshire/Barrington intersections would be impacted, and yet no intersection north of Wilshire/Bundy and no intersection north of Wilshire/Barrington was included in the study in order to determine how far north there would no longer be an impact. Unless the traffic study extends to intersections that show no impact, it is not possible to determine whether the study is sufficiently extensive. Why were these intersection not studied in order to determine when the project would no longer have an impact?

2

The DEIR is flawed, deficient, and inadequate because it acknowledges diversion of traffic to streets south of Wilshire (Santa Monica and Olympic) and included those streets in the study, but no streets north of Wilshire and west of the 405 were included in the study. Why does it appear that an assumption was made that cars leaving Wilshire after a bus lane is added would go to parallel streets south of Wilshire, but not parallel streets north of Wilshire? If there is another explanation for studying streets south of Wilshire, but not north of Wilshire, what is that explanation?

3

The DEIR is flawed, deficient, and inadequate because it does not set out the respective time gained and lost for buses and cars between Centinela and Bundy, Centinela and Federal, Centinela and the 405, and Centinela and Beverly Hills. Whether or not required by LADOT traffic study methodology, these time/distance studies are necessary in order that the public and the decision-makers can accurately make a judgment about the true benefits and impacts for people movement. LADOT has the software to easily compute this information, and did not hesitate to use it when LADOT was proposing to widen Sunset between Barrington and the 405 and wanted to demonstrate how much time would be saved by driving between those two points (Barrington to the 405 on Sunset). The DEIR must include this useful, informative, and essential information for several segments along the Wilshire project, not merely end-to-end, because only then can we understand the effect of bottlenecks along the route such as at both sides of Beverly Hills. Why were before and after time comparisons for buses and cars along multiple segments of the project not included in the DEIR?

4

While encouraging people to use public transportation is a worthy goal, we are extremely concerned about the impact of traffic through the Brentwood area, and equally concerned about the impact of increased pollution that will result from having thousands of cars each day sit on the already gridlocked streets west of the I-405 for even longer periods than they do today. According to the DEIR, taking out 33% of the capacity of Wilshire Blvd. during peak periods will have a severe impact on traffic on Wilshire Blvd west of the I-405--- wait times at Bundy/Wilshire during peak hours would increase by over 50% and wait times at Barrington/Wilshire would increase over 20%. However, the DEIR severely understates the level of impact on Brentwood, because it fails to even study the area north of Wilshire, and as will be noted in this letter it fails to take into account the

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geography of this area or the many other projects in the area that are already being implemented which will also impact traffic and pollution.

5

We are submitting this letter not only as concerned residents of Brentwood, but also on behalf of the tens of thousands of workers from all across Los Angeles County who commute into Brentwood or through Brentwood to Santa Monica every weekday. As Metro and City officials are undoubtedly aware, traffic in the Westside near the I-405 and I-10 is already completely gridlocked during peak hours because these freeways are above capacity and drivers are pushed onto surface streets as they try to bypass the gridlocked freeways.

6

It appears that trial bus lane projects were implemented on Wilshire Blvd. between Centinela Avenue and Federal Avenue (or Barrington) in 2004 and 2006, and that both times traffic in the area became so gridlocked as a result of the bus lanes that trials were suspended after only a short time:

- A letter from LADOT from May 2005¹ states that trial bus lanes were in effect from March 8, 2004 to September 8, 2004 and that these lanes “caused adverse impacts and significant delays to mixed traffic on Wilshire Boulevard as well as parallel streets like Sunset Boulevard.” Furthermore, the letter states that DOT “has serious concerns regarding the impact (adverse traffic) of the bus lanes on parallel streets and the need to mitigate those impacts”.
- In November 2006, a *Los Angeles Times* article said that a City traffic engineer report was provided to our area’s Councilman Bill Rosendahl who read it and responded that the bus lane “has caused more gridlock than it has helped”.²

7

Failing to include the results of these studies is a material omission from the current DEIR and a new DEIR must take the results of these studies into account, and it must address how the new bus lanes that are being proposed would come up with a different result than the previously aborted trials. Why were the statistics and conclusions of these relevant prior studies not included and discussed in the DEIR? What was the effect on the conclusions and statistics of those prior studies of the fact that parking was restricted when the bus lanes were implemented whereas parking had been previously allowed?

8

The BCC is not opposed to mass transit, and has previously expressed support for the Wilshire Subway extension in our area. We are open to hearing how the Wilshire BRT can reduce traffic and pollution in the area, if, in fact, that can be demonstrated.

However, the DEIR provides no evidence or analysis that implementation of the Wilshire BRT would improve traffic or pollution in the area—in fact it says that it traffic would be worse. In addition:

9

- The DEIR provides no analysis to show whether implementing dedicated bus lanes for the Wilshire BRT would result in increased bus ridership and decreased car driving.

¹ http://clkrep.lacity.org/onlinedocs/2003/03-2337_rpt_dot_5-13-05.pdf

² *Putting the Brakes on Bus Only Lane*, Los Angeles Times, November 8, 2006, <http://articles.latimes.com/2006/nov/08/local/me-wilshire8>

- It provides no analysis to show whether pollution might decrease if enough people can be encouraged to take the bus, or whether it will increase because cars will sit much longer in traffic. 10
- It provides no estimates of the time that might be saved by bus riders on a daily or annual basis if dedicated bus lanes are implemented in Brentwood. If little or no time is saved, it seems unlikely that additional riders will take the bus from west of the I-405 if the Wilshire BRT is implemented. 11
- The DEIR provides no estimates of the time lost by car drivers by losing two of the six lanes on Wilshire Blvd. in Brentwood during peak hours. People come into and through this area and Santa Monica not only from locations near Wilshire Blvd. but also from the Valley, South Bay, and many other areas. It is simply not possible for many if not most drivers to take the Wilshire bus instead of driving, and this should be taken into account in any justification of the Wilshire BRT. An analysis of the project should provide at least some estimate of how many people could take the bus instead of driving. We note that the analysis for the Wilshire subway does estimate the number of boardings at each station, so such an analysis can be done. 12
- The Wilshire BRT does not add bus service or increase the number of buses on Wilshire. A substantial level of bus service already exists on Wilshire Blvd., and this DEIR does not propose to add any new routes or buses. Therefore the analysis is not “buses or no buses”, but is “bus service with a dedicated bus lane” vs. “bus service without a dedicated bus lane”. 13

The current DEIR is simply inadequate as it addresses none of these bullet point issues set forth above, and a new DEIR must be prepared. In the alternative, what is the omitted analysis or estimate described in each of the above bullet point paragraphs? The BCC cannot support the Wilshire BRT until a DEIR is prepared that addresses the impacts on Brentwood and that demonstrates benefits to implementing the Wilshire BRT west of the I-405. What are the alleged benefits and what are those impacts? 14

We note that many of the improvements that are included in the Wilshire BRT DEIR can be implemented without removing two lanes of Wilshire Blvd. during peak periods. These include: 15

- Improving signal timing.
- Fixing curbs and repaving curbside lanes of Wilshire Blvd. where they are in disrepair. (We note that this is not a big problem on Wilshire west of the I-405.)
- Adding left turn signals and lanes.

We support the implementation of measures such as these that can improve traffic flow. Our concern is about the dedicated lanes during peak hours. A new DEIR should indicate how much improvement can be achieved if measures that do not require dedicated bus lanes are implemented, and then the additional benefit that can be achieved from adding dedicated bus lanes. As noted above, currently the DEIR does not quantify any benefits whatsoever. What are those statistics?

16

In addition, please note the following:

- The geography of the areas north and south of Wilshire Blvd. west of the I-405 is different from the geography east of the I-405 and must be evaluated differently. East of the I-405, and particularly east of Beverly Hills, Wilshire Blvd. lies in the middle of a large grid of streets that give people many alternatives to drive from point to point. However, only two streets in Brentwood, Wilshire Blvd. and Sunset Blvd., cross under or over the I-405, which means that all east-west traffic through Brentwood must merge onto one of these two streets to get past or onto the freeway. Both Wilshire and Sunset have entrance ramps onto the I-405 which means that traffic must also merge onto one of these two streets to access that freeway. Because Wilshire Blvd. is one of only two east-west streets in Brentwood that enable people to get from Brentwood to points east, the impact of decreasing the capacity of Wilshire Blvd. by 33% during peak hours is particularly severe. In addition, Wilshire Blvd. is a relatively narrow three lanes in each direction between Centinela and Federal Avenue, so the elimination of one lane during peak period has a very substantial impact. What are the impacts of the BRT on the unique nature of these Brentwood streets?
- Streets that must be included in an impact analysis include the east-west streets of Montana Avenue, San Vicente, and Sunset Blvd. and the north-south streets of Barrington Avenue and Bundy Drive, and all the major intersections along those streets. These streets are already gridlocked during peak hours because the I-10 and I-405 freeways are at capacity (in a recent West LA Neighborhood Council meeting, a representative from Caltrans described these freeways as “failing”) so drivers divert onto surface streets to attempt to get to their destinations. These streets are the only ones that drivers can take to get through Brentwood since other streets go only short distances. The DEIR states that the impacts on the Bundy Drive/Wilshire Blvd and Barrington Avenue/Wilshire Blvd. from the Wilshire BRT will be significant but fails to address the intersections of Barrington and Bundy at San Vicente and Montana, and at Sunset/Barrington and Sunset/Kenter Drive (Kenter is the direct extension of Bundy at Sunset). What are those impacts?
- We are aware from our work reviewing the EIRs for other projects in the area that when an intersection is shown as being “significantly impacted” that the study area should be expanded so that adjacent intersections are studied until the range of intersections that are studied are no longer significantly impacted. For this reason alone, the study area should have been expanded to the north

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to include San Vicente, Montana, and Sunset when Barrington/Wilshire and Bundy/Wilshire were found to be significantly impacted. In addition, the study area should have been expanded to the west when the intersection of Sunset Blvd/Veteran Avenue was shown to be significantly impacted. What are the impacts at these un-studied locations?

19

- The DEIR failed to take into account many other large projects west of the I-405, and a new DEIR must be prepared that incorporates the impacts from these projects. Not a single project west of the I-405 was included as a “future project” in the DEIR. The “missing” projects include:

20

- I-405 Widening and rebuilding of on ramps and off ramps at Wilshire and Sunset. This work has already started and is scheduled to go on for at least two more years. During this time, the number of lanes on Sunset at the I-405 is reduced and construction will cause intermittent street and lane closings at Wilshire and Sunset. What are the changes throughout the DEIR that need to be made if this project is taken into account? **Clearly, no work should be done to implement a dedicated bus lane while the I-405 widening project is taking place.**

21

In addition, we noticed that among the improvements recommended in the DEIR is to reconfigure the eastbound left turn lane on Wilshire Blvd. at Sepulveda. However, this lane is already being reconfigured as part of the I-405 widening project, which leads us to believe that the Wilshire BRT DEIR did not take into account the new configurations of the on- and off-ramps to the I-405 when making recommendations on sidewalk reductions and lane reconfigurations on Wilshire Blvd. just west of the I-405. Therefore, recommendations on this section of Wilshire must be re-evaluated to ensure that the future configuration is taken into account, not the current configuration. What are the changes throughout the DEIR that need to be made if this is taken into account?

22

We note that the intersection of Sepulveda Blvd. and Wilshire Blvd. at the I-405 has the longest delay by far of any intersection in the study area except for Veteran and Wilshire immediately to the east in the AM peak period--- 207.8 seconds. This delay appears to be an average of both directions, and as anyone who drives through the area can tell you, the delay eastbound toward Sepulveda during PM peak is significantly longer.

23

- Two of the four corners of Barrington and Wilshire are currently vacant. A large project is already in the works for the northeast corner, and we are waiting to hear what is going to be proposed for the southeast corner. What are the changes throughout the DEIR that need to be made if the project with entitlements on the NE corner (including the City’s approval of the closure of a lane on Wilshire during the 3 year construction period) is taken into account?

24

- The Bundy Village EIR (proposed for the corner of Bundy Drive and Olympic Blvd.) states that that project would significantly impact traffic at the intersections of San Vicente Blvd/Barrington Avenue and Barrington/Wilshire. If a project that is at Bundy/Olympic Blvd. is shown to impact traffic at San Vicente Blvd. and Barrington (2.3 miles away), of course a project such as the Wilshire BRT that substantially reduces capacity on Wilshire Blvd. is likely to have an impact on streets such as Montana Avenue (0.6 miles north of Wilshire at Bundy), San Vicente Blvd. (0.8 miles), and Sunset Blvd (1.3 miles). Why is there such an inconsistency between the EIRs and the traffic studies?

We note that the left turn mitigation proposed for Barrington and Wilshire in this DEIR is the same one that is proposed in the Bundy Village FEIR, and question how many times the City can give credit for the same recommendation. How many projects may claim the same mitigation?

25

- We have been told that a project is pending for the southeast corner of Bundy and Wilshire.
- Centinela Avenue is the eastern border of Santa Monica, and many large projects are proposed in Santa Monica just west of Centinela.
- The “Casden project” (Sepulveda and Pico) was not included even though Sepulveda/Pico, Westwood/Pico, and Overland/Pico are all listed as significantly impacted intersections from the Wilshire BRT.
- Metro Westside Subway Extension- While the extension of the subway will not reach Brentwood for many years, it will impact the points further east much sooner. It is likely that lanes on Wilshire will be reduced during the construction phase, and this should definitely be taken into account in any analysis of the Wilshire BRT.

Why were each of these projects not included in the BRT DEIR? And what are the changes throughout the DEIR that need to be made if they are included?

- The DEIR should consider an Alternative to the project that excludes Wilshire Blvd. west of the 405. Under Alternative A, which appears to be the recommended alternative, the Brentwood section of the Wilshire BRT would not be contiguous with the rest of the Wilshire BRT because no bus lanes would exist east of the I-405 to avoid interference with freeway access. The DEIR should demonstrate that benefits exist to adding the 1.5 miles in Brentwood vs. having a Wilshire BRT that does not extend west of the I-405. We do not consider a “benefit” to be that having a longer Wilshire BRT entitles the City to a higher level of Federal funding, given the large potential negative impact of the project on Brentwood. What are the changes that need to be made in the DEIR if the

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project excludes Wilshire west of the 405? And the same question if the project excludes Wilshire west of Federal?

27

- The DEIR should investigate making the WBRT westbound-only in the morning peak hours and eastbound-only in the evening peak hours. This reflects the traffic patterns into and out of the area. There is no reason to have the bus lanes in both directions as the traffic in the opposite direction moves satisfactorily on all lanes, including the curb lane. What are the changes that need to be made throughout the DEIR if this single direction alternative is included?

28

- The DEIR should include a time delay traffic study so that everyone can understand how much longer it will take to drive through the area. This study should show the time for different sections of the proposed DEIR not only from end to end. What are the before and after time comparisons over different segments of the project?

29

- We are very concerned about the sidewalk reductions that are proposed, and ask that they be reviewed again in a new DEIR. What are the factors, if any, that lessen our following concerns? If there are no such factors, why shouldn't the BRT project be revised?

- Federal Avenue to I-405 (adjacent to VA). The DEIR proposes widening Wilshire Blvd. from Federal Avenue east to the I-405 by reducing the sidewalk width on the south side of the street. This section of Wilshire Blvd. is very difficult for pedestrians and bicyclists as it is, and narrowing the sidewalk will make the area impossible to navigate for anyone who is not in a motor vehicle. Just as Wilshire is one of only a few streets to go under the I-405 for cars, it is one of the only streets that cyclists and pedestrians can use to cross the I-405.

- Pedestrian access on Wilshire near the VA is already restricted because the VA has a fence that stops people from leaving the sidewalk.
- The westernmost stop of Phase 1 of the Wilshire Subway is just south of Wilshire on the VA property, and reducing the sidewalk limits pedestrian access to the subway and makes it dangerous for large numbers of people to walk on Wilshire to get to the subway.
- Bicyclists often ride on the sidewalk in both directions on the south side because Wilshire Blvd. is such a difficult street on which to cycle. Eliminating the sidewalk will prevent cyclists from accessing the sidewalk, especially since pedestrians will be forced to use a narrower space as well. While the DEIR proposes that cyclists be allowed to access the bus lane during peak periods, this does nothing to help cyclists during non-peak periods. We believe that any reconfiguration of the street should add a bicycle lane that would enable cyclists to ride the streets instead of the sidewalks on that section of Wilshire at

30

all times of day, not just during peak hours. We note that many cyclists in the area are students going to UCLA and to University High School, so are riding outside of peak periods.

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- In addition, the DEIR should address any improvements on bus speeds in light of the fact that buses will be sharing lanes with bicyclists which is likely to slow down average bus speeds.

- Wilshire between Federal and Barrington- The DEIR's recommendation to widen the street in this location ignores the dozens and dozens of University High School students that wait at the bus stop on the south side of this block after school. If the sidewalk width is reduced, they will be pushed into the street or into the parking lot of the nearby 7-11, dangerous locations for students to wait. It should be noted that these students are not waiting during the afternoon peak period, so would not benefit from the proposed bus lane. Why must the sidewalk width be reduced? Why doesn't the DEIR consider these impacts of reducing the sidewalk width?

31

- The DEIR fails to review the results of the trial bus lanes on Wilshire in 2004 and 2006. Certainly if the trial was implemented in order to test the value of a bus lane vs. its impact on the surrounding area, the results of those studies must be included in any analysis that proposes re-introducing it. Failure to do so is a material omission in the DEIR. What were those results?

32

- The needs of businesses on Wilshire Blvd. were ignored in the DEIR. When the trial was underway, businesses on Wilshire protested that they lost business through lack of access and parking spaces. When the results of the trial bus lane are included in a DEIR, these business concerns should also be addressed. Impact on these businesses would be worse under the proposed Wilshire BRT than during the 2006 trial because in 2006 the bus lanes were limited to one direction only (eastbound or westbound) during peak hours, while the new DEIR proposes to have them in both directions during each set of peak hours. What would be the financial impact on Wilshire businesses?

33

- We notice that the DEIR summarized nearly 1,000 comments that were submitted during the scoping process into a carefully designed summary matrix in order to illustrate what comments each person and organization made, but excluded 24 comments because they were written in Korean. While these comments probably do not impact our area, we find it unacceptable that the City of Los Angeles proposes a major project through the heart of Koreatown, spends what is undoubtedly a large sum of money to prepare a DEIR, yet fails to locate a single Korean-speaking person who can translate 24 comment cards so that these people who took the time to submit written comments can have their opinions included. This sloppy approach is indicative of the DEIR in general. What is the translation of the comments written in Korean?

34

We respectfully request that answers to our comments and questions be covered in a new DEIR for the Wilshire BRT project so that we and the decision-makers can have the necessary information to assess its impact on our area.

35

Please include the Brentwood Community Council on the mailing list for future notices pertaining to this project. Please include this letter in the file.

36

Thank you.

Sincerely,

Raymond Klein

Raymond Klein, Chair
Brentwood Community Council

cc: Councilman Bill Rosendahl

COMMENT LETTER NO. 77
Klein, Raymond, Chair
Brentwood Community Council

Response to Comment No. 77-1

Please refer to Master Response No. 1 for an explanation of how the study intersections were identified. The LADOT document referred to in the comment discusses the 2004 demonstration project. Please refer to Master Response No. 4 for an explanation of the differences between the demonstration project and the proposed project.

Response to Comment No. 77-2

Please refer to Master Response No. 1 for an explanation of how the study intersections were identified. The commenter may be referring to a traffic study for a development project in which the new trips generated by a project are manually added to each intersection. In such a case, if the analysis identified impacts at the far limits of a predetermined study area, it may be appropriate to expand the study area further. However, for the proposed project, the study area was determined using the regional travel demand model, and the extent of the potential impacts were identified using conservative, initial model runs, as described in Master Response No. 1. Thus, the argument for extending the study area does not apply to the methodology used for this project.

Response to Comment No. 77-3

Please refer to Master Response No. 1 for an explanation of how the study intersections were identified. As explained in the response, the study area was not based on assumptions but on the results of the regional travel demand model.

Response to Comment No. 77-4

The Draft EIR/EA and the TIA disclose the increase in vehicle delay at the study intersections on Wilshire Boulevard and in the rest of the study area. The analysis of project impacts is consistent with LACMTA and City of Los Angeles guidelines and the CEQA guidelines. While data of the kind requested may be of interest to the commenter in forming an opinion on the proposed project, it is not necessary for evaluating potential project impacts under CEQA or NEPA.

Response to Comment No. 77-5

Please refer to Master Response No. 1 for an explanation of how the study intersections were identified, Master Response No. 2 for an explanation of how lane utilization was determined, and Master Response No. 2 for an explanation of the development of future traffic forecasts and the inclusion of development projects.

Response to Comment No. 77-6

Comment noted.

Response to Comment No. 77-7

Please refer to Master Response No. 4 regarding the differences between the proposed project and the Bus Lane Demonstration Project.

Response to Comment No. 77-8

Please refer to Master Response No. 4 regarding the differences between the proposed project and the Bus Lane Demonstration Project.

Response to Comment No. 77-9

Please refer to Master Response No. 10 regarding the anticipated shift of riders from automobiles to public transit. When more people choose public transit as a viable option to the automobile, it helps relieve some of the traffic congestion and helps reduce air pollution.

Response to Comment No. 77-10

Under CEQA, the Draft EIR/EA is not required to “show whether pollution might decrease if enough people can be encouraged to take the bus...” Air quality impacts were evaluated in the Draft EIR/EA consistent with SCAQMD prescribed evaluation criteria. Impacts were found to be less than significant.

Response to Comment No. 77-11

The Metro Rapid Line 720 can take up to 5 minutes in the a.m. peak and 12 minutes in the p.m. peak to travel from Bonsall Avenue to Bundy Avenue. It is expected that a savings of at least 1.5 to 3 minutes in bus travel times in each direction for this segment can be achieved. All these cumulative savings along the corridor are essential in making significant improvements in passenger travel times and service reliability, two key goals of the proposed project.

Response to Comment No. 77-12

The Draft EIR/EA and the TIA disclose the increase in vehicle delay at the study intersections on Wilshire Boulevard and in the rest of the study area. The analysis of project impacts is consistent with LACMTA and City of Los Angeles guidelines and the CEQA guidelines. While data of the kind requested may be of interest to the commenter in forming an opinion on the proposed project, it is not necessary for evaluating potential project impacts under CEQA or NEPA.

The trips generated by the identified commuters were captured in the traffic counts used to analyze the traffic impacts of the proposed project at the intersections.

Response to Comment No. 77-13

Buses are scheduled on every corridor, including Wilshire Boulevard, to meet passenger demand. The implementation of bus lanes on Wilshire Boulevard would not only help reduce passenger travel times but most importantly, the improved travel times would remain relatively constant over time due to the separation of the bus lanes from mixed-flow traffic. Therefore, service reliability is greatly improved. These improved travel times and consistencies would allow for improved operating efficiency and the ability to provide more trips without the need to increase the existing fleet size.

Response to Comment No. 77-14

Please refer to Response to Comment Nos. 77-9 through 77-13 above. Also, please refer to Master Response No. 1 for an explanation of how the study intersections were identified. As explained in the response, the study area was not based on assumptions but on the results of the regional travel demand model.

Response to Comment No. 77-15

We recognize that many of the improvements included in the Wilshire BRT Draft EIR/EA can be implemented without removing two lanes of Wilshire Boulevard during peak periods; however, it is the implementation of bus lanes along Wilshire Boulevard that would provide the greatest benefit to transit and encourage more riders.

Please refer to Response to Comment No. 17-21 for further discussion of the City's transportation systems management. LADOT has long recognized the benefits of transportation systems management, and has made major commitment to the continuing development and improvement of the City's transportation infrastructure and networks, by modifying traffic signal timing and adding left-turn lanes/phases where warranted, and investing in new technologies. However, these measures alone cannot and will not ensure a sustainable long-term transportation infrastructure or adequately address future traffic ambient growth in the City because motor vehicles trips will continue to grow. Therefore, a viable long-term transportation management system must include an efficient and reliable transit infrastructures that is capable of moving high volumes of people, not just automobiles. Unfortunately, land-use, right-of-way, and financial constraints often make the goal of constructing new transit facilities, outside of the existing transportation infrastructure, feasible. In those instances, transit facility, such as the proposed project, must share the City's limited transportation resources with other modes.

Response to Comment No. 77-16

Please refer to Response to Comment No. 77-15 above.

Response to Comment No. 77-17

As discussed on page 25 of the TIA, the lanes on Wilshire Boulevard are not equally utilized, so restricting the curb lane to buses and right-turning vehicles does not reduce the capacity of Wilshire Boulevard by 33%. Please refer to Master Response No. 2 for an explanation of how lane utilization was determined. Wilshire Boulevard is generally 75 feet from curb to curb between Centinela and Federal Avenues. In the eastern segment of the proposed project, Wilshire Boulevard is as narrow as 70 feet, so the potential impacts in Brentwood are not being treated differently from other segments of the proposed project. The proposed project includes widening of Wilshire Boulevard between Barrington Avenue and Bonsall Avenue to create a new eastbound bus lane. This additional capacity would improve traffic flow on Wilshire Boulevard approaching the I-405. The proposed project would lengthen the left-turn pocket on Wilshire Boulevard at Sepulveda Boulevard for traffic making a left-turn from eastbound Wilshire Boulevard to northbound Sepulveda Boulevard. Currently, that traffic often spills over onto the adjoining through lanes. By eliminating this spillover from the left-turn pocket, the proposed project would improve eastbound traffic flow on the Wilshire Boulevard approach under the I-405 bridge.

Response to Comment No. 77-18

Please refer to Master Response No. 1 for an explanation of how the study intersections were identified.

Response to Comment No. 77-19

Please refer to Response to Comment No. 77-2 above.

Response to Comment No. 77-20

Please refer to Master Response No. 3 for an explanation of the development of future traffic forecasts and the inclusion of development projects.

Response to Comment No. 77-21

LACMTA staff have coordinated with the staff working on the I-405 widening project to make sure that the two projects do not conflict or overlap with one another. The majority of the I-405 work is being conducted on the freeway and on/off ramps. It does not include lengthening the eastbound left-turn pocket at Sepulveda Boulevard.

Response to Comment No. 77-22

Please refer to Response to Comment No. 77-21 above.

Response to Comment No. 77-23

The delay reported for each intersection is the average delay experienced by all vehicles traveling through the intersection, whether on the major street,

the minor street, proceeding straight through, or turning. The delay includes not just stopped time but reduced speed caused by decelerating to stop and then accelerating after a stop.

Response to Comment No. 77-24

The Draft EIR/EA and the TIA included expected development in the region through 2020. Please refer to Master Response No. 3 for an explanation of the development of future traffic forecasts and the inclusion of development projects.

Response to Comment No. 77-25

There is no inconsistency between the EIRs. The Bundy Village Project is a development project that creates new automobile trips. The proposed project is a transit project that causes a redistribution of trips. The Draft EIR/EA and the TIA analyze the potential impacts of this redistribution. Please refer to Master Response No. 3 for an explanation of the development of future traffic forecasts and the inclusion of development projects.

The environmental clearance process is currently underway for the Westside Subway Extension Project. According to the schedule in the Expenditure Plan for Measure R and subsequently adopted into the Long Range Transportation Plan for Los Angeles County, the funding for the subway would allow it to be built to Fairfax area in 2019, Century City in 2026, and reach Westwood in 2036. The Wilshire BRT provides an earlier opportunity to improve transit service along this heaviest travelled bus corridor, while also improving the roadway. Whenever the subway is opened, bus service would continue to run along Wilshire Boulevard as it does now along other corridors, where rail is operating. Certainly many transit riders will continue to take the bus to connect to areas located between rail stations. It is too speculative to predict how bus service might be restructured along Wilshire Boulevard with the subway, but it is reasonable to assume that this corridor would continue to have high auto and passenger demand.

Response to Comment No. 77-26

The planning effort for a project includes a process known as public scoping. It is during this time that the public is asked to present ideas and concerns that should be taken into consideration as the plan is initiated, including other alternatives. In the fall of 2009, a 30-day public scoping period was held, including four public scoping meetings for the Wilshire BRT Project. It was during this time that any other alternatives to be evaluated should have been raised.

Also, please refer to Master Response No. 8 regarding the exclusion of the segment between Comstock Avenue and Veteran Avenue from the proposed project.

Response to Comment No. 77-27

Please refer to Response to Comment No. 77-26 above.

Response to Comment No. 77-28

Any other alternative to be evaluated should have been raised during the public scoping period for the Wilshire BRT Project in Fall 2009. However, the Wilshire BRT corridor extends over approximately 10 miles of Wilshire Boulevard from the Los Angeles/Santa Monica City limits to downtown Los Angeles. Commute and travel patterns are different throughout the corridor. While it may be true that employment trips are more heavily westbound in the morning and eastbound in the evening in some areas, the opposite is true in other areas. Downtown Los Angeles is also a major trip destination, and morning eastbound and evening westbound traffic volumes are heavy at many locations throughout the corridor. The *Wilshire Bus Speed Improvement – Stage Two Analysis Memorandum* (Transportation Management & Design, Inc, February 2007) cited in Master Response No. 8, documented bus delays in both directions at intersections on Wilshire Boulevard during both the morning and evening peak periods, including westbound delay at both Beverly Glen Boulevard and Gayley Avenue during both peak periods. Two goals of the proposed project are to improve bus travel times and to improve service reliability. Implementing the project in both directions is critical to achieving these goals. Bus travel time and reliability would be improved by reducing the variability in travel time caused by delays at signalized intersections in both directions. In addition, bus speed data indicate that bus speeds between Comstock Avenue and Westwood Boulevard are as low as 17 mph in the eastbound p.m. peak direction and as low as 8.2 mph in the westbound p.m. peak direction. These bus speeds for both directions are well below the posted speed limit of 35 mph.

Response to Comment No. 77-29

The Draft EIR/EA and the TIA provide data about significant impacts at intersections, in accordance with the CEQA guidelines. While data of the kind requested in the comment may be of interest to the commenter in forming an opinion on the proposed project, it is not necessary for evaluating potential project impacts under CEQA or NEPA.

Response to Comment No. 77-30

Currently, curb widths range between 10 feet to 15 feet between Bonsall Avenue and Federal Avenue, which is within the County of Los Angeles' jurisdiction. Sidewalk widths would be reduced to a more uniform width of 10 feet in order to widen Wilshire Boulevard and accommodate a new eastbound bus lane. Please refer to Response to Comment No. 35-6 for further discussion regarding side walk widths.

Response to Comment No. 77-31

Please refer to Response to Comment No. 77-30 above.

Response to Comment No. 77-32

Please refer to Master Response No. 4 regarding the differences between the proposed project and the Bus Lane Demonstration Project. The Bus Lane Demonstration Project was discontinued until the bus lanes could be incorporated into a larger project.

Response to Comment No. 77-33

Please refer to Master Response No. 4 regarding the differences between the proposed project and the Bus Lane Demonstration Project.

Response to Comment No. 77-34

The 24 comments that were written in Korean were part of the BRU petition supporting the proposed project. Translations were inadvertently omitted, and the summary matrix included in Appendix A has since been updated to include these comments of support.

Response to Comment No. 77-35

Responses to the commenter's comments and questions did not identify new impacts or change the conclusions presented in the Draft EIR/EA. According to Section 15088.5 of the State CEQA Guidelines, recirculation of a Draft EIR is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR. Therefore, a recirculation or a new Draft EIR is not warranted or required.

Response to Comment No. 77-36

Comment noted; the Brentwood Community Council has been added to the project's database for receiving future notices pertaining to this project.

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LETTER 78

Fname

Raymond

LName

Klein

Org

Email Address

rklein@earthlink.net

Date

Jul 3, 2010

Format

email

File Name

klein.raymond.070310

Summary

Seeking additional information regarding the study.

Comment

The Memo, dated May 13, 2005, from LADOT to City Council said: "DOT is currently collecting extensive traffic data at several intersections along Wilshire Boulevard and other parallel arterial streets like Sunset Boulevard and Santa Monica Boulevard to assist an extensive analysis of impacts caused by the Wilshire Boulevard bus lanes." WHERE CAN THAT DATA BE OBTAINED?
Prior to the one mile Wilshire demonstration project, was there restricted parking on the north side of Wilshire from 4pm to 7pm?

1

COMMENT LETTER NO. 78

Klein, Raymond

Response to Comment No. 78-1

The data collected during the demonstration study was analyzed and summarized in the LADOT report to the Los Angeles City Council dated November 7, 2005. A copy of the report is available at the City Clerk's Office.

Parking was permitted during peak periods on the north side of Wilshire Boulevard between Barrington Avenue and Centinela Avenue, except at certain locations where there were 15-minute parking zones. However, there was no parking or stopping allowed at any time, on either side of Wilshire Boulevard between Federal Avenue and Barrington Avenue.

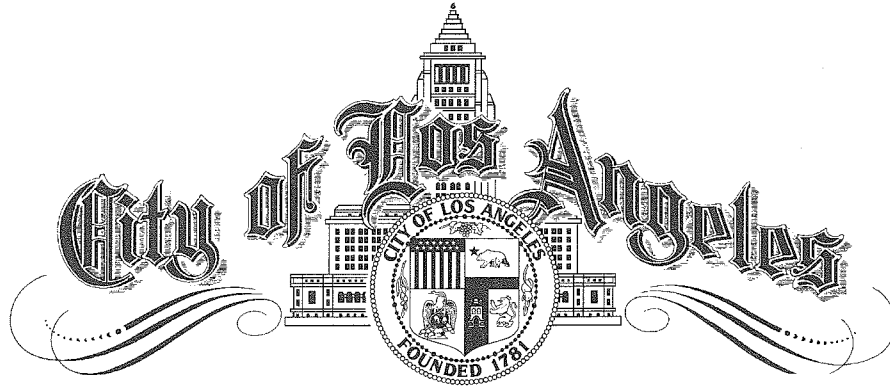
Committees:

Chair
Audits & Governmental
Efficiency

Vice Chair
Personnel

Member
Budget & Finance
Energy & Environment
Transportation

Website: <http://cd5.lacity.org>
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PAUL KORETZ
Councilmember, Fifth District

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(310) 289-0353
(310) 289-0365 Fax

July 26, 2010

Ms. Martha Butler
Metro
One Gateway Plaza, 99-23-1
Los Angeles, CA 90012

Dear Ms. Butler:

I am grateful for this opportunity to comment on the Draft EIR/EA for the Wilshire Bus Rapid Transit Project. I would like to thank the Metro project staff along with staff from the L.A. Department of Transportation for their hard work and their responsiveness to the community and to my office. I truly respect the efforts over the past decade of our transportation planners to address the needs of commuters on this the busiest transit corridor in the nation. I firmly believe that the most important transit solution for this corridor will be the Westside Subway Extension.

1

In the interim, I question whether this Federal and local project investment will bring a sufficiently significant increase in ridership on local transit to validate this project. Metro planners deserve credit for the addition ten years ago of the Metro Rapid program along the Wilshire corridor, for that has yielded substantial ridership increases. Many of the new Metro Rapid riders were commuters who made the decision to leave their vehicles behind in favor of the commute by bus. I have concerns about the ridership projections in the draft EIR/EA for Wilshire BRT project, and would question if the increased speed of bus travel will actually create a compelling case for substantially more commuters to leave their vehicles at home and commute instead by bus. I am hesitant to support this project if it does not result in very substantial ridership increases and benefits to all residents and commuters along the Wilshire corridor in my district.

2

I recognize that despite my hesitations, many of my colleagues on the City Council, as well as members of Board of Supervisors and Metro, have seen many merits to this project and would be

3



inclined to support it. That being said, if much of the project is supported I would like to take the time to raise some other concerns and make some alternative recommendations.

3

While reviewing the draft document I felt that inadequate attention was given to the unique character of the Wilshire-Westwood Scenic Corridor also known as “condo canyon” between Comstock Ave. and Malcolm Ave. Unlike most of the rest of the Wilshire BRT corridor which is primarily commercial, this part of the corridor is primarily inhabited by large residential high-rise condominium buildings. Many of these residents are seniors. Many of these complexes have driveways with ingress and egress to and from Wilshire Blvd. There are substantial concerns about the ability of residents to gain ingress and egress from these complexes through the peak hour lane.

4

I request that the segment between Comstock Ave. to Malcolm Ave. be removed from the project. This would address many of the concerns raised by residents along this segment of the project corridor. We have reviewed data regarding existing bus speeds and the post-project speed projections. It shows that currently, there are substantial traffic delays in the segment between Comstock and Westwood. Unfortunately, because this is such a long segment it is difficult to identify from this data where the greatest slowing of traffic currently occurs. As a life-long Westside resident I have observed that the greatest impact takes place as westbound traffic approaches the Westwood Village area, especially during evening peak hours. For the eastbound lanes it appears that the greatest impact takes place where traffic crosses Comstock approaching the City of Beverly Hills. A number of residents along this portion of the corridor and the adjacent neighborhoods have also made similar observations. I understand that the current draft document does not include this alternative of removing this segment from the project, but I would urge the project management team to seriously consider this important option.

5

If however this is not an option for the project at this time, I would strongly urge the decision makers to support Alternative A, the truncated project without jut-out removal. The jut-outs are located between Comstock Ave. and Malcolm Ave. I also wish to thank staff at the Department of Transportation, Bureau of Street Services and Metro for including an additional 1.8 miles of curb lane reconstruction and resurfacing within my district which will be funded from cost savings due to the retention of the jut-outs as part of Alternative A. These sections of the project area are dearly in need of reconstruction and resurfacing because they are already in very poor condition primarily due to wear and tear from Metro buses.

6

I fully recognize that Alternative A will allow for only two peak-hour mixed flow lanes in each direction instead of three, but the cost to this community with the removal of the jut-outs is far greater than the benefits of the extra lanes. One of my greatest concerns is the loss of parking in front of the many large condominium buildings - that parking is needed, for it is in constant use by movers, delivery and various other service vehicles. The on-site parking cannot adequately serve the needs of many of these complexes.

7

Martha Butler, Metro
July 26, 2010
Page 3

The original plan would necessitate the removal of about one hundred trees and the loss of a landscaped green belt throughout much of this segment of the project. If anything, bus traffic – and regular vehicle travel during off-peak hours – would now be too close for comfort to the many large residential complexes, hotels, churches and synagogues along this portion of the corridor – the close proximity would likely worsen noise and vibration disturbances. The charm of this primarily residential segment would be harmed in order to create a wide commuter expressway.

8

I also feel the need to focus on the impacts of the removal of traffic lanes from regular vehicular traffic during peak traffic hours. I recognize that LADOT and Metro have worked very hard over the past year to mitigate many of the intersections in which the study has identified traffic impacts. Nevertheless, the fact remains that nine intersections have been identified for which adequate mitigation measures cannot be found. We must recognize that the addition of this peak hour project will worsen traffic at already clogged intersections, the majority of which are in my district. I am concerned about the project impact upon evening peak hour traffic, particularly regarding westbound movement along Santa Monica Blvd. as it crosses already busy intersections at Beverly Glen, Overland, Westwood and Veteran, and where westbound traffic on Olympic crosses Westwood. The westbound aspects of these key segments include intersections with impacts from the project that cannot be mitigated. Perhaps the removal of the portion of the project between Comstock and Malcolm could alleviate some of this pressure.

9

I also believe that the environmental document does not adequately analyze the impact of driver behavior for those motorists looking to get away from increased congestion. The increased delay along westbound Santa Monica Blvd. will likely cause more drivers to cut-through residential neighborhoods to find a path of less resistance. The same situation may occur as drivers heading westbound on Wilshire Blvd. from Beverly Hills during evening peak hours suffer a negative impact from the loss of the third traffic lane as they enter the City of Los Angeles. This may force drivers to look for other alternatives for neighborhood cut-through options such as Comstock Avenue just west of the Los Angeles Country Club. A similar condition may occur for southbound traffic on Fairfax Ave. approaching Wilshire Blvd. I suspect that we will see an increase of drivers who will look to cut-through to go westbound on 6th St. and other adjacent streets. We may not adequately understand the impacts of these changes to traffic patterns upon neighborhood quality of life until the project has been put in place.

10

I am looking forward to your response to my comments and those of our constituents who share many of the same concerns. My staff and I remain available to discuss these issues as you move forward with this process.

Sincerely,


PAUL KORETZ
Councilmember, 5th District

COMMENT LETTER NO. 79
Koretz, Paul, Councilmember
City of Los Angeles Council District 5

Response to Comment No. 79-1

Comment noted. As this comment does not state a concern or a question regarding the adequacy of the analysis in the Draft EIR, no further response is warranted. However, the comment will be forwarded to the decision makers for their review and consideration.

Response to Comment No. 79-2

Please refer to Master Response No. 10 regarding the anticipated shift of riders from automobiles to public transit.

Response to Comment No. 79-3

Comment noted. Please refer to Response to Comment Nos. 79-4 through 79-10 below.

Response to Comment No. 79-4

Please refer to Master Response No. 5 concerning access to residential buildings along Wilshire Boulevard between Comstock Avenue and Malcolm Avenue.

Response to Comment No. 79-5

Please refer to Master Response No. 8 regarding the exclusion of the segment between Comstock Avenue and Veteran Avenue from the proposed project.

Response to Comment No. 79-6

In consideration of comments received during the public review of the Draft EIR/EA, LACMTA and LADOT are considering Alternative A (Truncated Project Without Jut-Out Removal) as the preferred alternative. Accordingly, LACMTA and LADOT staff are recommending adoption of this alternative to the LACMTA Board, the Los Angeles City Council, and the Los Angeles County Board of Supervisors. This alternative would result in the retention of the jut-outs between Comstock Avenue and Malcolm Avenue.

Response to Comment No. 79-7

As discussed in Response to Comment No. 79-6 above, LACMTA and LADOT are considering Alternative A as the preferred alternative. This alternative would result in the retention of the jut-outs between Comstock Avenue and Malcolm Avenue. Accordingly, no changes to on-street parking would occur. Please refer to Master Response No. 6 concerning removal of on-street parking.

Response to Comment No. 79-8

Please refer to Master Response No. 11 regarding removal of street trees. In addition, this alternative would retain the buffer between Wilshire Boulevard and the properties that line this major transportation corridor.

Response to Comment No. 79-9

Please refer to Master Response No. 8 regarding the exclusion of the segment between Comstock Avenue and Veteran Avenue from the proposed project.

Response to Comment No. 79-10

Please refer to Master Response No. 16 regarding traffic flow from Beverly Hills and Master Response No. 1 for an explanation of how the study intersections were identified. Six intersections on 6th Street between Fairfax Avenue and Alvarado Street are included in the traffic analysis. Southbound traffic on Fairfax Avenue is unlikely to use 6th Street and adjacent streets to travel westbound because these smaller streets all terminate at San Vicente Boulevard.

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LETTER 80

South Brentwood Residents Association

149 South Barrington Ave. #194

Los Angeles, California 90049

Martha Butler, Project Manager
LACMTA
One Gateway Plaza, Mail Stop 99-23-1
Los Angeles, CA 90012

Re: Comments on DEIR/EA for Bus Rapid Transit Project on Wilshire Blvd.

July 13, 2010

Dear Ms. Butler:

We are writing on behalf of the South Brentwood Residents Association (SBRA). SBRA represents approximately 3,000 homeowners and renters who reside in the area south of San Vicente Blvd., north of Wilshire Blvd., east of Centinela Avenue and west of Federal Avenue. Additionally, SBRA represents the interests of all residents living in multi-family dwellings throughout the Brentwood community. Because the SBRA covers homes immediately north of Wilshire Blvd. between Centinela and Federal, the route of the proposed Wilshire BRT runs through our area. 1

We are very concerned that the team that put together the DEIR failed to study the impacts of implementing the Wilshire BRT in the Brentwood area, and **we request that a new DEIR be prepared that covers South Brentwood.** At a minimum the DEIR should address the traffic impacts on Montana Avenue, San Vicente Blvd., Sunset Blvd. west of the 405 freeway, Barrington Avenue north of Wilshire and Bundy/Kenter Drive north of Wilshire. It should also address the impact on any other intersections that will be significantly impacted, and the proposed mitigations. 2

We have reviewed the letter prepared by the Brentwood Community Council and agree with its issues and recommendations. In particular: 3

- We are concerned that trial bus lane projects that were previously conducted in 2004 and 2006 in our area led to gridlock, and that has not been addressed in the DEIR. Metro should include the results of these trials in the DEIR and should explain how it proposes to mitigate the impacts of traffic this time if the DEIR is implemented. 4

- We believe that the DEIR should include data on:
 - a) the improved speed of buses in the area west of the 405;
 - b) projections on how many more people will be encouraged to take the bus as a result of implementing dedicated bus lanes and what the total ridership in our area is projected to be with and without the bus lane;
 - c) the increased travel time for cars during peak hours when the bus lanes are in place and the number of drivers impacted, 5
 - d) air pollution impacts from having cars sit in traffic longer vs. reductions from encouraging more people to take the bus .

We note that the DEIR should address these data points for the area west of the 405 separately than for the rest of the bus lane since our area is not contiguous to the rest of the bus lane in Alternative A which appears to be the preferred Alternative.

- We ask that the project review the impact of implementing bus lanes only in the westbound direction in the AM peak and the eastbound direction in PM peak as this reflects the traffic patterns in the area, and **bus lanes in both directions are not necessary.** 6

- We ask that the concerns raised by business owners on Wilshire Blvd. during previous bus lane trials and be addressed as well. 7

- We are fully supportive of the proposals to improve signal timing, to add a left turn lane at Barrington, and to lengthen the left turn lane eastbound at Sepulveda (although we believe that this last change is already being implemented during the 405 freeway widening), and to fix curbs and pave streets. We would like to know how many of the benefits can be realized from these changes alone and without adding in dedicated bus lanes in our area. 8

- We ask that **No Wilshire BRT be implemented until after the 405 freeway widening project is completed**, as that project is already causing many disruptions at Wilshire Blvd. and Sunset Blvd. Any recommendations in the DEIR should take into account the changes being made to the freeway on/off ramps at Wilshire and Sunset. 9
- We ask that Metro review its recommendation to decrease the sidewalk width between Barrington and Federal in light of the large number of University High School students who take the bus from Barrington (which we note is earlier than 4 pm in the afternoon so that they will not benefit from this project.) 10
- We ask that The DEIR to take into account many other large projects west of the I-405, and a new DEIR be prepared that incorporates the impacts from these projects:
 - Two of the four corners of Barrington and Wilshire are currently vacant. A large project is already in the works for the northeast corner, and we are waiting to hear what is going to be proposed for the southeast corner;
 - The Bundy Village EIR (proposed for the corner of Bundy Drive and Olympic Blvd.) We note that the left turn mitigation proposed for Barrington and Wilshire in this DEIR is the same one that is proposed in the Bundy Village FEIR, and question how many times the City can give credit for the same recommendation. 11
 - We understand that a project is pending for the southeast corner of Bundy and Wilshire.
 - Centinela Avenue is the eastern border of Santa Monica, and many large projects are proposed in Santa Monica just west of Centinela.
 - The “Casden project” (Sepulveda and Pico) was not included even though Sepulveda/Pico, Westwood/Pico, and Overland/Pico are all listed as significantly impacted intersections from the Wilshire BRT.
 - Metro Westside Subway Extension- While the extension of the subway will not reach Brentwood for many years, it will impact the points further east much sooner. It is likely that lanes on Wilshire will be reduced during the construction phase, and this should definitely be taken into account in any analysis of the Wilshire BRT.
- We ask Metro to review the possibility of putting in dedicated **bicycle lanes** on Wilshire Blvd. from Federal Avenue through Westwood which could be accessed at all times not only during peak hours. We are concerned that decreasing sidewalk widths without adding bike lanes will make it even harder for bicyclists to bike under the 405. Asking bicycles to share bus lanes does not provide a reasonable alternative because they can only be used during peak hours, and bicyclists will slow down the buses and eliminate a lot of the proposed benefit of this project. 12

Thank you for addressing our concerns. SBRA would like to make sure that any projects that are proposed appropriately weigh the potential benefits against the potential negative impacts on what is already a gridlocked area. 13

The current DEIR is inadequate as it addresses neither the benefits nor the issues of concern in our area that would be caused by the Wilshire BRT. SBRA cannot support the Wilshire BRT until a DEIR is prepared that addresses the impacts on Brentwood and that demonstrates the benefits of implementing the Wilshire BRT west of the 405.

Marilyn Krell

Marilyn Krell,
President SBRA

COMMENT LETTER NO. 80
Krell, Marylin, President
South Brentwood Residents Association

Response to Comment No. 80-1

Comment noted. As this comment does not state a concern or a question regarding the adequacy of the analysis in the Draft EIR, no further response is warranted. However, the comment will be forwarded to the decision makers for their review and consideration.

Response to Comment No. 80-2

Please refer to Master Response No. 1 for an explanation of how the study intersections were identified.

Response to Comment No. 80-3

The letter prepared by the Brentwood Community Council is included as Letter 77. Please refer to Response to Comment Nos. 77-1 through 77-35.

Response to Comment No. 80-4

Please refer to Master Response No. 4 regarding the differences between the proposed project and the Bus Lane Demonstration Project.

Response to Comment No. 80-5

Please refer to Master Response No. 10 regarding the anticipated shift of riders from automobiles to public transit.

Response to Comment No. 80-6

The bus lanes would improve bus travel times and service reliability in both directions. However, between Bonsall Avenue and Federal Avenue, only an eastbound bus lane is proposed.

There is also a planning process that includes a public scoping period, in which the public is asked to present ideas and concerns that should be taken into consideration as the plan is initiated, including other alternatives. In the fall of 2009, there was a 30-day public scoping period that included four public scoping meetings for the Wilshire BRT Project. Unfortunately, it was during this time that any other alternatives to be evaluated as part of the Draft EIR/EA should have been raised.

Response to Comment No. 80-7

The concerns raised by business owners on Wilshire Boulevard during the previous bus lane trial had to do with the elimination of parking in front of their businesses. When the bus lane trial was discontinued, parking along

this segment of Wilshire Boulevard was never restored and are currently being used for mixed-flow traffic.

Response to Comment No. 80-8

LACMTA staff have spoken with and will continue to coordinate with those working on the I-405 freeway HOV project. The extension of the eastbound left-turn pocket onto northbound Sepulveda Boulevard is not part of that project.

Response to Comment No. 80-9

LACMTA staff will continue to coordinate with those working on the I-405 freeway HOV project to minimize any impacts from the two projects.

Response to Comment No. 80-10

Please refer to Response to Comment No. 35-6 regarding sidewalk widths.

Response to Comment No. 80-11

Please refer to Master Response No. 3 for an explanation of the development of future traffic forecasts and the inclusion of development projects. Please refer to Response to Comment No. 77-25 concerning the Westside Subway Extension Project.

Response to Comment No. 80-12

LACMTA does not have the authority to install bike lanes. Implementation of bicycle facilities is done through LADOT's Bikeway Section. The City's new Bicycle Plan does propose new bike lanes on Wilshire Boulevard from Federal Avenue through Westwood area.

Response to Comment No. 80-13

Please refer to Response to Comment Nos. 80-2 through 80-12. The commenter's concerns have been noted and will be forwarded to the decision makers for their consideration.



David Gustavson, Director
Public Works & Transportation

July 26, 2010

Ms. Martha Butler
Los Angeles Metropolitan Transportation Authority (Metro)
One Gateway Plaza, 99-23-1
Los Angeles, CA 90012

Dear Ms. Butler:

Thank you for the opportunity to comment on the draft Environmental Impact Report/Environmental Assessment (EIR/EA) for the Wilshire Boulevard Bus Rapid Transit (BRT) study. This project would convert existing travel lanes to peak-period bus lanes from 7 a.m. to 9 a.m. and 4 p.m. to 7 p.m. on Wilshire Boulevard from the western City of Beverly Hills city limits to Centinela Avenue and from the eastern City of Beverly Hills city limits to Valencia Street. The City of Beverly Hills will closely monitor the success and impacts of this project.

1

City of Beverly Hills staff submits the following comments:

Impact T1: *Exceed LOS criteria under projected 2012 and 2020 levels of service.* The draft EIR/EA shows a 2012 project Level of Service Impact during the a.m. and p.m. peak at Fairfax Avenue and Olympic Boulevard. The EIR/EA does not include an analysis of Olympic Boulevard signalized intersections within the City of Beverly Hills. We request an explanation of why these intersections were not included and/or further analysis.

2

Section 4.1; Impact T2: *Exceed significance criteria for local residential streets.* The draft EIR/EA notes that “the proposed project would result in less-than-significant impacts on local residential streets.” The EIR/EA does not show study of any residential streets within Beverly Hills. Staff requests study and counts be conducted prior to and after the project on the 100 block of N. Gale Drive, Whittier Drive between Wilshire and Sunset Boulevards and Merv Griffen Way.

3

Section 4.1; Impact T4: *Result in auto/bus transition conflicts at certain locations.* The draft EIR/EA notes that installation of appropriate signage along Wilshire Boulevard will be needed when the roadway transitions from three mixed-flow lanes to two mixed-flow lanes and one bus lane during peak hours. According to the EIR/EA, the westbound transition occurs at the City of Beverly Hills city limits. Due to the proximity to the Wilshire/Santa Monica Boulevard intersection, we request further study if a longer transition area is needed for the westbound transition. Any signage installed within the City of Beverly Hills would require prior approval by the City's Traffic Engineer. 4

Again, thank you for the opportunity to comment on the draft EIR/EA for the Wilshire Boulevard Bus Rapid Transit (BRT) study.

Sincerely,


David Gustavson
Director

COMMENT LETTER NO. 81

Kunz, Aaron, Deputy Director of Transportation

City of Beverly Hills Department of Public Works and Transportation

Response to Comment No. 81-1

Comment noted. As this comment does not state a concern or a question regarding the adequacy of the analysis in the Draft EIR, no further response is warranted. However, the comment will be forwarded to the decision makers for their review and consideration.

Response to Comment No. 81-2

Please refer to Master Response No. 1 for an explanation of how the study intersections were identified.

Response to Comment No. 81-3

As identified in the Draft EIR/EA and the TIA, there is little reason to anticipate cut-through traffic on residential streets (please refer to Master Response No. 13 regarding cut-through traffic in adjacent residential areas). The trip diversion implied by the commenter would only potentially benefit relatively long-distance trips, which are not the majority of the trips on Wilshire Boulevard. The Wilshire BRT project would be designed to make the smoothest transition possible from Beverly Hills into Los Angeles, but there would ultimately be the loss of the curb lane for through traffic. If this creates queuing in the vicinity of the Los Angeles Country Club that extends to Whittier Drive on occasion, some westbound traffic may choose to use Whittier Drive and Sunset Boulevard as an alternate route. The amount of traffic that would be likely to do this is limited as the distance between Sunset Boulevard and Wilshire Boulevard is significant, so traffic with local destinations on Wilshire Boulevard would not benefit from doing this. The 100 block of Gale Drive also seems unlikely as an alternative route in the eastbound direction. Traffic would most likely use this street only if they were going up Gale Drive to Orlando Avenue to 3rd Street, which involves going through a long signal at San Vicente Boulevard and then several stop-controlled intersections. Should eastbound traffic divert at this location, it would be more likely that they would use San Vicente Boulevard south to Olympic Boulevard. In addition, Merv Griffin Way is not a residential street. Since the City of Beverly Hills has expressed this concern, LACMTA would coordinate with the City of Beverly Hills on this matter.

Response to Comment No. 81-4

Since the segment of Wilshire Boulevard within the City of Beverly Hills is not part of the project at this time, easy transitions at the city limits would be made. Transition areas of approximately 300 feet would be provided to allow through traffic to exit the bus lane. Appropriate signage would also be installed along Wilshire Boulevard, particularly near transition areas, to inform motorists of bus lane operation during peak hours. Approval by the

City's Traffic Engineer will be sought if any signage is to be installed within the City of Beverly Hills.

La Tour
W I L S H I R E

July 22, 2010

Martha Butler,
Project Manager Wilshire BRT
MTA
One Gateway Plaza
Los Angeles, CA 90012-2952

Dear Ms. Butler:

La Tour Wilshire Residential Community is a 73 unit condominium located on the Wilshire corridor. Our Association opposes the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which creates bus only lanes in Westwood from Comstock Avenue to Glendon Avenue.

Should this project move ahead as designed, MTA will be causing; the slowing of auto traffic, street congestion, pollution, noise, increased difficulty of ingress and egress to our building and others on the corridor.

The project retains stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). Why change the Wilshire Corridor which, according to the 2002 EIR Report, points out that traffic speed along the Wilshire Corridor was the fastest of any other stretch on Wilshire Boulevard.

We support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.

Sincerely,



The Board of Directors
La Tour Wilshire Residential Community

COMMENT LETTER NO. 82
La Tour Wilshire Residential Community Board of Directors

Response to Comment No. 82-1

This commenter opposes the proposed project; the comment has been noted. As this comment does not state a concern or a question regarding the adequacy of the analysis in the Draft EIR, no further response is warranted. However, the comment will be forwarded to the decision makers for their review and consideration.

Please refer to Master Response No. 8 regarding the exclusion of the segment between Comstock Avenue and Veteran Avenue from the proposed project.

LETTER 83

From: Marcene Landres [mbl1538@yahoo.com]
Sent: Wednesday, July 21, 2010 3:32 AM
To: WilshireBRT
Subject: No Project for Wilshire BRT from Comstock Ave. to Glendon

To Whom It May Concern:

As concerned homeowner and a Member of the Board of Comstock Hills Homeowner's Association, I am writing this letter to urge the City of Los Angeles to exclude the dedicated bus lanes from Comstock to Glendon.

1

My position and that of those living on the Wilshire Corridor and north of Wilshire (HWPOA) is to urge you to eliminate this stretch of Wilshire due to the following reasons:

1)The 2001 study shows that there is no slowing of traffic, cars or buses, in that stretch of Wilshire. In fact, it is the fastest moving segment of any other stretch of Wilshire. It moves just fine. I adhere to the notion that if it "isn't broken, don't fix it!"

2

2)Buses travel at high speeds in this stretch right now. A dedicated bus lane would allow for greater speeds endangering cyclists and pedestrians who cross Wilshire to go to Holmby Park, synagogues and churches.

3

3)Narrowing car lanes will create backups from Bev. Hills to Comstock, resulting in more pollution from cars sitting in traffic. The City of Los Angeles should be attempting to eliminate pollution rather than causing it!

4

4) Forcing the stretch from Comstock to Glendon to change when nothing is wrong is a costly waste of City funds and benefits absolutely no one. During hard economic times, when we are struggling to keep Los Angeles libraries open, cutting services throughout the City, and eliminating tens of thousands of jobs, it is crucial for the City of Los Angeles to be mindful and responsible for each and every dollar spent!

5

The above are just a few, but clearly important reasons why the City of Los Angeles should desist from creating "dedicated bus lanes" from Glendon to Comstock Avenue.

6

My husband I favor NO PROJECT for Wilshire BRT from Comstock Ave. to Glendon.

Sincerely,

Marcene Barbanell Landres
Board Member CHHOA
1538 Comstock Avenue
Los Angeles 90024
(310) 552-2894

COMMENT LETTER NO. 83
Landres, Marcene

Response to Comment No. 83-1

This commenter opposes the proposed project; the comment has been noted. As this comment does not state a concern or a question regarding the adequacy of the analysis in the Draft EIR, no further response is warranted. However, the comment will be forwarded to the decision makers for their review and consideration.

Response to Comment No. 83-2

Please refer to Master Response No. 12 regarding the bus speeds between Comstock Avenue and Westwood Avenue.

Response to Comment No. 83-3

Please refer to Master Response No. 15 regarding the impacts of bus speeds on churches and schools.

Response to Comment No. 83-4

Please refer to Master Response No. 16 regarding traffic flow from Beverly Hills.

Response to Comment No. 83-5

Please refer to Master Response No. 8 regarding the exclusion of the segment between Comstock Avenue and Veteran Avenue from the proposed project and Master Response No. 12 regarding the bus speeds between Comstock Avenue and Westwood Avenue.

Response to Comment No. 83-6

The commenter's opposition to the proposed project has been noted; the comments will be forwarded to the decision makers for their consideration.



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

July 26, 2010

To Whom It May Concern:

The Los Angeles County Bicycle Coalition (LACBC) supports the Wilshire Bus Rapid Transit Project. LACBC is a membership supported advocacy organization working to improve the bicycling environment and quality of life in Los Angeles County.

We are pleased to support the Wilshire Bus Rapid Transit Project as it increases the mobility of alternative forms of transportation along the Wilshire Corridor. LACBC supports the bus-only lanes as bus/bike lanes, which will allow bicycles to share the bus-lanes. Bus/bike lanes will provide cyclists and transit riders with greater mobility, convenience, and most importantly safer use of the one of the city's most heavily trafficked streets.

We support Alternative A, the "Truncated without Jut-out removal" option, with one minor objection. Park View to Valencia St which includes Alvarado, a major thoroughfare and transit line, is currently excluded from the proposed bus-only lane route. Much of the community and business support for the bus-only lane route comes from this area. We want the Wilshire and Alvarado portion included in the project because it's where the largest boarding for the 720 happens and connects with bus line 200 in addition to the MacArthur Park red/purple line stop. We strongly urge Metro to include this stretch of Wilshire Boulevard into the Wilshire Bus Rapid Transit Project to expand the mobility of this transit dependent neighborhood.

We believe the Wilshire Bus Rapid Transit Project's integration of a bus/bike lane will increase cyclists' safety and make the most of such a heavily trafficked corridor. Furthermore, this plan is a necessary improvement to the city's bus and bicycle infrastructure and a great benefit for the community at large. With more convenient route access for both transit users and cyclists, Wilshire Boulevard will be a core example of Metro's and the city's commitment to sustainable transportation in Los Angeles.

LACBC looks forward to the implementation of the Wilshire Bus Rapid Transit Project for safer, more convenient access to the street for transit riders, cyclists, and pedestrians alike.

Sincerely,

A handwritten signature in blue ink that reads 'Alexis Lantz'.

Alexis Lantz
Planning & Policy Director
Los Angeles County Bicycle Coalition

**COMMENT LETTER NO. 84
Lanz, Alexis, Planning and Policy Director
Los Angeles County Bicycle Coalition**

Response to Comment No. 84-1

This commenter supports the proposed project and urges adoption of Alternative A with the inclusion of the segment between Valencia Street and Park View Street; the comment has been noted and will be forwarded to the decision makers for their consideration.

Please refer to Master Response No. 7 regarding the request to include the segment between Valencia Street and Park View Street in Alternative A.

In addition, bicycles would be allowed to operate in the bus lanes.

LETTER 85

From: bridgefriend@earthlink.net
Sent: Tuesday, July 20, 2010 3:48 PM
To: WilshireBRT
Cc: JReichmann
Subject: Wilshire BRT

We favor no new bus conduct for wilshire bet from comstock to Glendon.

| 1

Signed Bridget and Paul Laurin

Sent from my iPhone

**COMMENT LETTER NO. 85
Laurin, Paul and Bridget**

Response to Comment No. 85-1

These commenters oppose the proposed project; the comment has been noted. As this comment does not state a concern or a question regarding the adequacy of the analysis in the Draft EIR, no further response is warranted. However, the comment will be forwarded to the decision makers for their review and consideration.

LETTER 86

From: feedback@metro.net
Sent: Wednesday, July 21, 2010 10:08 PM
To: WilshireBRT
Subject: [Metro.net] customer comment

Comment from

First Name: Robert
Last Name: Lempert
Email: rob.lempert@gmail.com
Phone:
URL:

Please add me to your database. This is a much needed project. Thanks!

**COMMENT LETTER NO. 86
Lempert, Robert**

Response to Comment No. 86-1

This commenter supports the proposed project; the comment has been noted and will be forwarded to the decision makers for their consideration. The commenter's name has been added to the project's database.

LETTER 87

From: Bahareh Leviadin [Bahareh@Leviadin.com]
Sent: Tuesday, July 20, 2010 1:43 PM
To: WilshireBRT
Cc: Pejman David *Leviadin
Subject: We favor NO PROJECT for Wilshire BRT from Comstock Ave. to Glendon

With warmest regards to the reader,

My husband and I have owned our home just off of Beverly Glen & Wilshire Blvd. for several years now. Years ago, while driving through that intersection, I was struck into the sidewalk by a vehicle that sped through the red light, and my car was totaled. I am grateful that there were no pedestrians in the sidewalk to run over and sometime think of what would have happened if there were. I am sad to say that I have personally witnessed several accidents at the intersections of Wilshire Blvd. & Beverly Glen and Wilshire Blvd. & Comtock and DO NOT favor the PROJECT for Wilshire BRT from Comstock Ave. to Glendon. I no longer allow my kids to cross this deadly intersection to go to the neighborhood park and I try to avoid driving through the intersection as much as possible. This neighborhood has great families and a great school. Please help us decrease, not increase, the vehicle speeds on Wilshire Blvd. and decrease the accident rates next to our homes.

**Thank you for your time,
Bahareh Leviadin**

**COMMENT LETTER NO. 87
Leviadin, Bahareh**

Response to Comment No. 87-1

This commenter opposes the proposed project; the comment has been noted. As this comment does not state a concern or a question regarding the adequacy of the analysis in the Draft EIR, no further response is warranted. However, the comment will be forwarded to the decision makers for their review and consideration.

Please refer to Master Response No. 14 regarding pedestrian safety.

LETTER 88

From: feedback@metro.net [mailto:feedback@metro.net]
Sent: Friday, July 16, 2010 3:21 PM
To: WilshireBRT
Subject: [Metro.net] customer comment

Comment from

First Name: minyoung
Last Name: lim
Email: minylim@gmail.com
Phone:
URL:

As a research scientist in oncology and a mom, I have been seriously worrying about poor quality of Southern Californian air. I would like to express my strongest support for the Wilshire Bus-Only Lanes project.

1. I support the findings of the draft Environment Impact Report.
2. I urge MTA and LA City Council to adopt the "Alternative A" proposal with one minor amendment. Amend the proposal to include Valencia to Parkview St. segments in the project where the Westlake/Alvarado community resides.
3. I support the expedient implementation of the Wilshire Bus-Only Lanes Project.

Thank you for your consideration for the success of this project.

**COMMENT LETTER NO. 88
Lim, Minyoung**

Response to Comment No. 88-1

This commenter supports the proposed project and urges adoption of Alternative A with the inclusion of the segment between Valencia Street and Park View Street; the comment has been noted and will be forwarded to the decision makers for their consideration.

Please refer to Master Response No. 7 regarding the request to include the segment between Valencia Street and Park View Street in Alternative A.

DEPARTMENT OF TRANSPORTATION

DISTRICT 7, REGIONAL PLANNING

IGR/CEQA BRANCH

100 MAIN STREET, MS # 16

LOS ANGELES, CA 90012-3606

PHONE: (213) 897-8391

FAX: (213) 897-1337

*Flex your power!
Be energy efficient!*

IGR/CEQA No. 100619AL, DEIR
Wilshire Bus Rapid Transit Project
Vic. LA-405 / PM 31.54
SCH # 2009091094

July 16, 2010

Ms. Martha Butler
Project Manager
LA 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. 1

From our NOP letter date October 20, 2009, we would also like to know if re-striping/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. 2

We would like to remind you that any work to be performed within the State Right-of-way will need an Encroachment Permit from the California Department of Transportation. Any modifications to State facilities will need to meet all mandatory design standard and specifications.

Any transportation of heavy construction equipment and/or materials which requires the use of oversized-transport vehicles on State highways will require a Caltrans transportation permit. We recommend that large size truck trips be limited to off-peak commute periods. In addition, a truck/traffic construction management plan is needed for this project, especially on State right-of-way. 3

Storm water run-off is a sensitive issue for Los Angeles and Ventura counties. Please be mindful that projects need to be designed to discharge clean run-off water. Additionally storm water run-off is not permitted to discharge onto State highway facilities. Thank you for the opportunity to have reviewed this project.

If you have any questions, please feel free to contact me at (213) 897-8391 and refer to IGR/CEQA No. 100619AL

Sincerely,

Handwritten signature of Alan Lin in cursive script.

ALAN LIN
IGR/CEQA Interim Branch Chief

cc: Scott Morgan, State Clearinghouse

COMMENT LETTER NO. 89
Lin, Alan, IGR/CEQA Interim Branch Chief
Caltrans District 7, Regional Planning

Response to Comment No. 89-1

Comment noted.

Response to Comment No. 89-2

The only restriping in the vicinity of the I-405 ramps would be to accommodate the lengthened left-turn pocket from eastbound Wilshire Boulevard to northbound Sepulveda Boulevard. The mixed-flow lanes would not be narrowed. There would be no bus lanes where the freeway ramps connect to Wilshire Boulevard. The proposed project included an eastbound bus lane near the northbound ramps. However, that portion of the bus lane has been eliminated as a mitigation measure for the proposed project.

In consideration of comments received during the public review of the Draft EIR/EA, LACMTA and LADOT are considering Alternative A (Truncated Project Without Jut-Out Removal) as the preferred alternative. Accordingly, LACMTA and LADOT staff are recommending adoption of this alternative to the LACMTA Board, the Los Angeles City Council, and the Los Angeles County Board of Supervisors. Under Alternative A, no bus lane is proposed in that area. The transit priority upgrades improved by the proposed project apply at traffic signals only and would, therefore, not affect the freeway ramps, which are not signalized. The transit priority upgrades at nearby signals are intended to improve the flow of buses on Wilshire Boulevard, while slightly benefitting other through traffic on Wilshire Boulevard. Accordingly, queuing on Wilshire Boulevard should be reduced at the intersections near the freeway.

Response to Comment No. 89-3

The proposed project would be implemented within City and County limits and would not encroach on any State right-of way, including the I-405. No modifications to State facilities would occur.

It is anticipated that most of the construction-related vehicles would not require over-weight or over-size permits. However, if such vehicles are required during project construction, the project contractors would be required to obtain all applicable permits from the appropriate agencies.

Similarly, project construction would comply with applicable federal, State, and local regulations, as well as other code requirements and permit provisions to prevent any violation of water quality standards or waste discharge requirements. Moreover, project operation would not create any new impacts related to stormwater quality and storm drainage system capacity beyond existing conditions.

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LETTER 90

From: feedback@metro.net
Sent: Thursday, July 15, 2010 9:41 PM
To: WilshireBRT
Subject: [Metro.net] customer comment

Comment from

First Name: Monte
Last Name: Marable1
Email: Mronndnly@aol.com
Phone: (213) 248-9277
URL:

Hello, my name is Monte Marable, since I live, work and interact along the Wilshire BLVD corridor, I believe that the Bus Only Lane is the perfect way to maintain sustainability when it comes to transportation and daily life. This is a way to get commuter out of their cars and on the Bus Rapid Transit, they will be able to arrive at work and school in a much more suitable and stressful manner, as well as help with the detoxification of Los Angeles' growing smog conditions. I thank you for including public comments and hope to see the bus lanes in full operation as soon as possible.

**COMMENT LETTER NO. 90
Marable, Monte**

Response to Comment No. 90-1

This commenter supports the proposed project; the comment has been noted and will be forwarded to the decision makers for their consideration.

LETTER 91

From: UKBlue [UKBlue@prodigy.net]
Sent: Thursday, July 22, 2010 6:12 PM
To: WilshireBRT
Subject: NO PROJECT for Wilshire BRT from Comstock Ave. to Glendon.

We are AGAINST adding any dedicated bus lanes on Wilshire Blvd. from Comstock to Glendon. We live in the Comstock area and would be substantially effected by this proposed project. Narrowing or lowering the number of car lanes will create even more backup from Beverly Hills, going west on Wilshire. I believe this project would benefit no one except the Bus Riders' Union.

Please, for the benefit of those of us who live in this area, hear our voices. We favor NO PROJECT FOR Wilshire BRT from Comstock Ave. to Glendon.

Janie & Paul Marlowe
1417 Warnall Avenue
Los Angeles, CA 90024

**COMMENT LETTER NO. 91
Marlowe, Paul and Janie**

Response to Comment No. 91-1

These commenters oppose the proposed project; the comment has been noted. As this comment does not state a concern or a question regarding the adequacy of the analysis in the Draft EIR, no further response is warranted. However, the comment will be forwarded to the decision makers for their review and consideration.

Please refer to Master Response No. 16 regarding traffic flow from Beverly Hills.

LETTER 92

From: Matute, Juan [jmatute@ucla.edu]
Sent: Wednesday, July 21, 2010 4:10 PM
To: WilshireBRT
Subject: Wilshire BRT Comment from Bruins for Traffic Relief

The below comment has been redacted to remove my professional affiliation. Please consider this the official comment submission and delete (or do not submit) the previous comment.

From: Matute, Juan
Sent: Wednesday, July 21, 2010 3:38 PM
To: 'wilshirebrt@metro.net'
Subject: Wilshire BRT Comment from Bruins for Traffic Relief

Beyond the local and regional environmental benefits of the project, The Wilshire Boulevard Bus-Only Lane project will have a real effect on disadvantaged populations seeking to improve their lives through high quality, public education. As an organization which represents UCLA students, staff, and faculty which are reliant on or choose to ride transit, we aim address the proposed project's impact on these populations below.

While gaining admission to UCLA is difficult, accessing the university on a daily basis can be even more cumbersome. UCLA is situated among some of the highest priced real estate in the world. Consequently, students often share bedrooms in nearby off-campus housing at a cost of over \$700 per month per person. Students seeking their own bedrooms so that they can control their study environment will pay twice as much. Living in dorms is even more expensive, and students pay approximately \$1500 per month for room and board.

These living expenses can easily overshadow the rising cost of tuition and fees charged to UCLA students, which has grown substantially in recent years and is now in the vicinity of \$11,000 per year.

In response to these costs, many students seek to live further away from campus where housing is cheaper. Parking at UCLA is scarce, and students must apply for permits. Undergraduate students often are not awarded permits, and those that live great distances from UCLA and do receive permits must pay approximately \$800 per calendar year for the permit, plus automobile ownership and operating expenses.

Many students who live outside of the Westwood neighborhood immediately surrounding UCLA ride the bus to UCLA. Taking the bus allows these students access to more affordable housing options in the neighborhoods of West LA, Palms, East Hollywood, Koreatown, MacArthur Park.

There are real trade-offs students encounter when living off-campus. The City of Los Angeles is notorious for its traffic congestion, and the result of this traffic congestion can often be highly variable trip times. For students seeking use transit to get to class, this variability can mean being late to class, exams, or other engagements. Sometimes being late is unavoidable as low income students seek to balance work, family, and school.

The most affordable of these housing options are in Koreatown and MacArthur Park, two neighborhoods which have large concentrations of Asian and Latino households and are substantially poorer than the region as a whole. These neighborhoods are also a greater distance from UCLA than the other neighborhoods and are subject to wide variations in trip times due to traffic congestion. Anecdotal evidence suggests that trip times between MacArthur Park and UCLA can be as long as 100 minutes, or as few as 45 minutes. This project will greatly benefit residents of these neighborhoods who seek reliable access UCLA..

This project will greatly improve reliable access to UCLA from the areas around Wilshire Boulevard for students, faculty, staff, and visitors who are transit dependent. Additionally it will give potential choice riders a new reliable option. Many of those affiliated with UCLA would welcome the opportunity to read while in transit to and from the University.

While the project will have many benefits to those who wish to access the University from other points of Los Angeles along Wilshire Boulevard, it will also greatly benefit those in Westwood who seek to access other points of Los Angeles. The length of Wilshire Boulevard is a dense employment corridor, but many professional jobs are located at the east end in downtown Los Angeles. Currently, UCLA students who wish to travel from campus to downtown LA for an internship must either drive (variable, 25 to 60 minutes) or take transit (variable, 60 minutes to 100 minutes). Those who do not have access to a car at UCLA must take transit, and the trip time variability means that they must devote up to 3.5 hours a day to commuting, in addition to school and work. This can make an internship downtown prohibitive to many students without access to a car. The bus-only lane project will greatly reduce trip time variability in the Wilshire Corridor, allowing students without vehicle access similar reliability to those with vehicle access, enabling these students to benefit from the training and professional connections an internship provides.

As for environmental considerations, it has been documented that buses are noisiest when they are accelerating and decelerating (when engine RPM is high); with bus only lane, buses will be able to travel at more constant speed, thus reducing noisy acceleration and deceleration events. Additionally, buses traveling at constant speeds without non-transit vehicles intercepting their path will brake less. As brake dust creates Particulate Matter pollution, a cause and aggravator of asthma and other pulmonary conditions, the reduction in braking occurrences will yield positive impacts in localized air quality and public health.

Additionally, dedicated Right-Of-Way Bus Rapid Transit is a cost effective solution to creating a high quality transit corridor which will reduce regional per capita GHG and unlock economic inefficiency. Research has shown that high quality rail and bus corridors are essential to the implementation of California's SB 375 and the production of effective Sustainable Communities Strategies for the reduction of regional greenhouse gas emissions from transportation. As Wilshire Boulevard is Southern California's most traveled transit corridor, it is good environmental and economic policy to improve the quality of this transit corridor during peak hours, when the relative benefits to private vehicle travel are most pronounced, and a dedicated right of way can be most effective at decreasing travel times and variability and inducing additional transit trips. By providing an uncongested alternative, the project may induce additional trips which will yield regional benefits in the form of additional economic transactions and social interactions.

Because of these and many other environmental, economic, and social justice impacts among other considerations, Bruins for Traffic Relief, a group of UCLA students, staff, alumni, and faculty, enthusiastically supports the Wilshire Boulevard Bus-Only lane project under consideration by Metro and the LADOT.

Juan Matute
Representative, Bruins for Traffic Relief

**COMMENT LETTER NO. 92
Matute, John, Representative
Bruins for Traffic Relief**

Response to Comment No. 92-1

This commenter supports the proposed project; the comment has been noted and will be forwarded to the decision makers for their consideration.

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LETTER 93

From: feedback@metro.net
Sent: Wednesday, July 21, 2010 11:40 PM
To: WilshireBRT
Subject: [Metro.net] customer comment

Comment from

First Name: Adam
Last Name: Moos
Email: adam.moos@gmail.com
Phone: (310) 446-6667
URL:

I am opposed to the creation of Bus Rapid Transit lanes on Wilshire Boulevard. I have driven that stretch of Wilshire for years and the traffic moves well. Eliminating cars from a lane of traffic in each direction will inconvenience residents to the benefit of those driving through our neighborhood.

The traffic backs up at the Freeway entrances. The traffic backs up at Santa Monica and Wilshire (in all directions). Neither of these problems are fixed by using Dedicated Bus Lanes.

**COMMENT LETTER NO. 93
Moos, Adam**

Response to Comment No. 93-1

This commenter opposes the proposed project; the comment has been noted. As this comment does not state a concern or a question regarding the adequacy of the analysis in the Draft EIR, no further response is warranted. However, the comment will be forwarded to the decision makers for their review and consideration.

LETTER 94

From: John Moreno [johnmoreno1@hotmail.com]
Sent: Saturday, July 24, 2010 9:25 AM
To: WilshireBRT
Subject: I support buses only lane on Wilshire!

I certainly support a buses only lane on Wilshire during morning and afternoon rush hour times. But perhaps motorcycles, scooters and mopeds could be allowed to use the lane as well. Then if we can't get people on a bus, we can at least get them out of a car and on to a 2-wheel vehicle which also saves on gas and pollution. | 1

Thank you.

**COMMENT LETTER NO. 94
Moreno, John**

Response to Comment No. 94-1

This commenter supports the proposed project; the comment has been noted and will be forwarded to the decision makers for their consideration.

Bicycles would be allowed to operate in the bus lanes.

LETTER 95

Fname

Moshe

LName

Sina

Org

Email Address

Date

Jun 30, 2010

Format

form

File Name

sina.moshe.063010

Summary

Not relevant to the study

Comment

Asking for Metor Bus #4 and #704 has 2 stops between Sepulveda and Barrington, about 1 mile distance and more than 14 blocks. #4 doesn't work during the day and some 704 also. Please fix the schedule for the #4 to serve this area during the day. There are many elderly people who need this bus.

1

COMMENT LETTER NO. 95
Moshe, Sina

Response to Comment No. 95-1

The proposed project does not involve any changes to the bus service or operation. The primary goal of the proposed project is to improve bus passenger travel times and bus service reliability by allowing buses to travel in dedicated peak-period bus lanes for the majority of the alignment. The commenter is encouraged to contact a Metro Passenger Relations Representative at (213) 922-6235 or (800) 464-2111 or by e-mail at customerRelations@metro.net for questions/suggestions regarding the current bus service.

As this comment does not state a concern or a question regarding the adequacy of the analysis in the Draft EIR, no further response is warranted. However, the comment will be forwarded to the decision makers for their review and consideration.



July 26, 2010

Martha Butler, Project Manager
Wilshire Bus Rapid Transit (BRT) Project
Metro
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: FAST Comments on the Draft Environmental Impact Report/Environmental Assessment (EIR/EA)
for the Wilshire Boulevard Bus Rapid Transit (BRT) Study

Dear Ms. Butler:

On behalf of FAST (Fixing Angelenos Stuck in Traffic), I am writing to support the Wilshire Bus Rapid Transit (BRT) Project, as bus-only lanes are one of FAST's foundational recommendations to fix traffic in Los Angeles County. FAST encourages Metro to create a process to allow private shuttle services to use its BRT lanes. FAST also requests that road reconstruction and repaving efforts extend to the entire roadway, rather than just the curb lanes, as buses will continue to travel on all lanes of Wilshire outside of the proposed BRT peak period hours of operation.

FAST is a non-profit, public-private coalition dedicated to supporting and implementing practical, short-term solutions to reduce traffic in Los Angeles County by maximizing the use of our current infrastructure. FAST's coalition consists of a network of high-level community partners that represent over two million business owners, employees, faculty, students and residents of Los Angeles County.

FAST's goal is to end the 490 million hours and \$10 billion in lost productivity which Angelenos waste each year stuck in traffic. Traffic severely burdens our economy, our health, our environment, our mobility, and our quality of life. Yet reducing the number of cars on the roads by a mere two to three percent can cut congestion by up to 10 to 15 percent. The Wilshire BRT, by increasing the speed and convenience of bus travel, will help reduce cars on the roads by enticing greater bus ridership.

FAST, in partnership with Metro and the Music Center, sponsored a "best practices" study by the RAND Corporation to determine the most efficient, highest-impact, improvements to Los Angeles traffic. RAND's study, entitled "Moving Los Angeles: Short-Term Policy Options for Improving Transportation," recommended 13 fast-term interconnected policy options to reduce gridlock.

One of RAND's primary traffic reduction recommendations is to create additional dedicated bus-only lanes, thereby increasing the focus on moving people rather than merely moving cars on our roadways. This idea, developed in San Francisco and elsewhere, is often described as a "transit first" priority, though it may be more accurate to think of it as a "people first" priority.

Fixing Angelenos Stuck in Traffic

515 South Flower Street • Sixth Floor • Los Angeles, CA 90071 • 213.233.2542 • Fax 213.613.1903

www.FASTLA.org

Metro has cited that with 80,000 boardings per day, the Wilshire corridor is the most heavily used transit corridor in Los Angeles County. Combined with high car and truck use of Wilshire Boulevard, the corridor has some of the highest average daily traffic volumes in the City of Los Angeles.

FAST supports the Wilshire BRT Project as a proven traffic reduction strategy which will improve the passenger travel times, service reliability, and ridership of the existing bus service along Wilshire Boulevard. Metro's study states that passenger travel times are expected to improve by an average of 24 percent, and that based on the travel time improvements and associated ridership increases experienced with the Metro Rapid Program to-date, transit ridership along the Wilshire corridor is anticipated to grow significantly as a result of the proposed project.

FAST supports these key operational tenets of the Wilshire BRT plan:

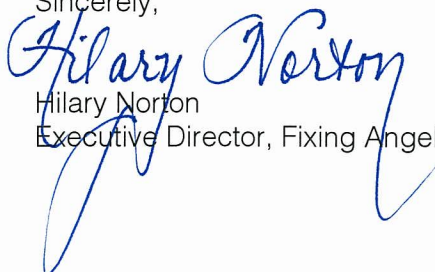
- ✓ That these lanes shall only be restricted on weekdays from 7 – 9 am and 4 – 7 pm;
- ✓ When not in operation, the lanes will be open to all traffic and for on-street parking, minimizing impacts to local businesses and residents;
- ✓ The lanes may be used by right-turning traffic and bicycles;
- ✓ Buses will be allowed to pass when necessary;
- ✓ Special measures to ease transition across the City of Los Angeles and Beverly Hills city boundaries; and
- ✓ Curb lanes along damaged portions of Wilshire Boulevard will be repaved.

FAST is especially in favor of repaving Wilshire Boulevard's curb lanes, as Wilshire has deteriorated road conditions throughout this heavily-used thoroughfare. FAST also requests that Metro and the City of Los Angeles coordinate their repaving schedules in order to repair all lanes rather than simply allowing the curb lanes to be repaired. These roadway repairs would benefit the drivers, passengers, pedestrians, bicyclists, business owners and residents who currently depend on the vitality of the Wilshire Boulevard corridor. A recent study by CALPIRG highlighted the fact that drivers in Los Angeles are paying as much as \$750 additionally per year in extra vehicle repair costs due to poor road conditions.

However, it is also important to encourage all manner of high-occupant travel on Wilshire Boulevard, especially public-private partnerships to maximize the use of our thoroughfares. FAST therefore recommends that privately operated shuttles and buses also be allowed to utilize the BRT lanes. Privately operated shuttles and buses also promote reduced car congestion and incentivize efficient "people first" use of Wilshire Boulevard.

FAST looks forward to Metro's response to our recommendations, applauds Metro's efforts to reduce traffic on one of Los Angeles County's most congested thoroughfares, and supports Metro's efforts to address all issues and concerns regarding the Wilshire BRT plan.

Sincerely,



Hilary Norton
Executive Director, Fixing Angelenos Stuck in Traffic

COMMENT LETTER NO. 96
Norton, Hilary, Executive Director
Fixing Angelenos Stuck in Traffic

Response to Comment No. 96-1

This commenter supports the proposed project; the comments have been noted and will be forwarded to the decision makers for their review and consideration.

LACMTA and the City of Los Angeles are willing to at least evaluate the use of the bus lanes by other privately operated buses that promote reduced car congestion and high-occupant travel on Wilshire Boulevard.

Response to Comment No. 96-2

Unfortunately, the FTA will only fund the reconstruction/repaving of the curb lanes as it directly relates to the implementation of curbside bus lanes. However, the City of Los Angeles has been approved for some American Recovery and Reinvestment Act (ARRA) funds that they intend to use for reconstructing/repaving the remaining lanes of Wilshire Boulevard between Western Avenue and Fairfax Avenue.

Response to Comment No. 96-3

LACMTA and the City of Los Angeles are willing to at least evaluate the use of the bus lanes by other privately operated buses that promote reduced car congestion and high-occupant travel on Wilshire Boulevard.

Response to Comment No. 96-4

Comment noted.

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Subject: Wilshire Bus Rapid Transit (BRT) DEIR Petition

We feel strongly that the bus-only lane on the stretch of Wilshire blvd. between Sepulveda to Comstock be excluded from the Wilshire BRT project because it would offer no advantage to the bus riders or communities along this corridor. We do not support the Wilshire BRT or any alternative project which includes a bus-only lane from Sepulveda to Comstock. We support the exclusion of the bus-only lane on the stretch of Wilshire between Comstock and Sepulveda Blvd. for two reasons.

The section of Wilshire between Sepulveda Blvd. and Glendon Ave. is only 4 short blocks long and is heavily congested local traffic, with commuters entering and exiting the I-405 freeway as well as buses from Metro (Orange & Red lines), Santa Monica, and Culver City bus lines. As the Wilshire buses approach Westwood Blvd or Veteran Ave. it is very common to see them in the center or left turn lanes as their routes head towards the UCLA campus. These routes will continue to create a mix of buses and cars in all the lanes, the idea of a bus only lane in this section does not meet the need of all the bus lines and their routes. The intersection in this section function at LOS of E's and F's taking away traffic lanes from east and west commuters will make traffic worse.

This short 4 block stretch of Wilshire also has at least 3 bus stops each for the west bound and the east bound buses. Some buses stop at each stop some at only one stop. It is common to see a Red bus waiting behind another Red bus as the first bus boards passengers. It is also common to see one bus passing another bus that is stopped at the curb to pick up riders. There is a kind of leap-frog effect as the buses use the second lane over to pass each other. We assume the buses will continue this practice and will continue to be part of the traffic mix in the non-bus lane lanes. This will have a negative effect on the carpooler and vans, as well as car commuters heading to the I-405 freeway for destinations far and wide. The very minimal amount of time that is being perceived as a bus rider's time savings in this 4 block section of Wilshire will create havoc in a 4 block section of Westwood Village along Wilshire. This section is known for its near grid lock conditions during the PM peak travel time, taking away surface street lanes from car and vanpool commuters will make matters worse and extend the length of time those congestion hours. Alternative A already calls for no bus-only lane from Sepulveda to mid-block Gayley/Veteran; we are asking to **extend the no bus-only lane an additional 2 1/2 short blocks to Glendon** at the eastern edge of Westwood Village.

The factor of just how long it takes to board bus rider at the bus stops between Glendon and Sepulveda Blvd. needs to be considered, there are lots of bus riders exiting and boarding the buses with passengers that work or attend school in the Westwood Village. The loading of one bus often hold up the bus be hind it. Answer the following:

1. How long does each boarding and exiting cycle at a stop take for a red #720 or 920 bus? For 10 passengers? For 20 passengers? For 30+ passengers?
2. How much time does a bus ride from Cantilena to Park View take in an AM peak and a PM peak time ride?
3. How much time of a bus trip from Centinela to Park View is taken up in passenger boarding and exiting? For a morning peak period bus trip and for an after noon peak period bus trip?
4. How much time do you anticipate picking up in travel time if there is a bus-only lane on Wilshire between Park View and Centinela?
5. How many stops on average does an east bound bus make from Centinela to Park View at rush hour AM peak and at PM peak?
6. How much time would be saved if there was a bus only lane from Sepulveda to Glendon?

The second reason we support excluding the bus only lane deals with the section of Wilshire from Glen Roy to Comstock.

- We feel the impact on Wilshire will be tremendous in terms of impact of car commuters and this will increase cut-thru-traffic in the single family neighborhood north and south of Wilshire.
- The Red bus already runs non stop between Glendon and Beverly Glen without the need for dedicated bus lanes. Seven significantly impacted intersections between Glendon and Comstock cannot be mitigated and likely, will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if two lanes are removed in order to make them bus-only lanes. Traffic idle and gridlock will occur in areas where currently these where these problems do not exist.
- With 2 lanes eliminated during AM and PM rush hours, two of the three other bus lines (20 & 920) also operating on Wilshire will be squeezed into mixed-flow lanes, thus adding to increased congestion for autos.

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Additional Comments and Questions for the Draft EIR /EA on the Wilshire Bus Rapid Transit Project:

1. The following comment will generally address the scope of BRT on Wilshire as it relates to traffic (time) and the environment (pollution) between Comstock and Sepulveda in the Westwood village area. 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 rider ship, must mean that its working well and that people are taking the bus regardless of speed. What percent in new rider ship 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 rider ship coming from and where is the rider ship 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 Comstock to Sepulveda segment of Wilshire Blvd.
6. Wilshire Bl. from Comstock to Sepulveda 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 Comstock to Sepulveda? How much time is expected to be saved per bus on an east bound PM peak commute from Sepulveda to Comstock? How much addition time will be added to the commute time to car travel from Comstock to Sepulveda because of fewer lanes available?
7. How much time does a 7:30 AM west bound ride from Park View St to Centinela Ave currently take? How much time does the 7:30AM ride traveling east from Centinela Ave to Park View 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 Park View St. to Centinela Ave.
8. How long does a 5:15 PM west bound ride from Park View St to Centinela Ave currently take? How long is the 5:15 PM ride traveling east from Centinela Ave to Park View 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 Park View St. to Centinela Ave.

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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 Park View 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
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
11. What are the pollution figures for the types of buses that will be used on Wilshire-BRT? 12
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
13. How much additional idle time to car commutes from Park View 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 Sepulveda Blvd. to Comstock once the dedicated bus lane is established? 14
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
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
16. Will any trees be removed to create a longer left turn pocket for east bound Wilshire Bl at Sepulveda Bl.? Will all trees removed because of this project be replaced? At what ratio? 17
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
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
19. When the subway to the sea is built will the dedicated bus lane be eliminated? 20
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
21. How much higher does ridership have to be to get back to current average trip times in the corridor from Comstock to Sepulveda? 22
22. Monetary cost of trip time (wasted time) for car commuters that can not take buses because of bus route logistics? Please discuss. 23
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
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 Sepulveda to Comstock area? Smog vs. travel time what are the metrics since 25

buses, run cleaner and have less emissions than cars, there might be an increase in the smog. Please discuss.	25
25. Discuss 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
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
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 Comstock to Sepulveda?	28
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 Comstock and Sepulveda. Where are you planning to do this? Please discuss this issue in terms of restricting north/south traffic.	29
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 wil this effect north/south traffic?	30
30. Discuss the movement of traffic on Barrington to Sunset to escape BRT.	31
31. <i>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.?</i>	32
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
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
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
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?	36
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 Comstock and Sepulveda Blvd. in West LA.	37

Sincerely yours,

Debbie & Howard Nussbaum
Westwood Hills Property Owners Association – Traffic Committee Chairperson

COMMENT LETTER NO. 97
Nussbaum, Howard and Debbie, Traffic Committee Chairperson
Westwood Hills Property Owners Association

Response to Comment No. 97-1

The proposed project included an eastbound bus lane on Wilshire Boulevard resuming at the I-405 northbound ramps. However, the portion of the bus lanes in both directions between the northbound ramps and mid-block between Veteran Avenue and Gayley Avenue was removed as a mitigation measure for an impact at Veteran Avenue, as well as to allow time for buses and mixed-flow traffic to move into the correct lanes east of the freeway ramps. In consideration of comments received during the public review of the Draft EIR/EA, LACMTA and LADOT are considering Alternative A (Truncated Project Without Jut-Out Removal) as the preferred alternative. Accordingly, LACMTA and LADOT staff are recommending adoption of this alternative to the LACMTA Board, the Los Angeles City Council, and the Los Angeles County Board of Supervisors. Under Alternative A, no bus lane is proposed in this area in the eastbound or westbound directions, also to allow time for buses and mixed-flow traffic to move into the correct lanes east of the freeway ramps. Thus, of the approximately 3,000 feet between Sepulveda Boulevard and Glendon Avenue, the proposed project is not proposing bus lanes along approximately 1,700 feet.

Most buses on Wilshire Boulevard in this area, such as Metro Lines 20, 720, and 920 remain on Wilshire Boulevard and would utilize the proposed lanes. The comment is correct that other buses, such as the eastbound Big Blue Bus Line 2, would need to use other lanes to make left-turns into the UCLA campus. The fact that some buses would not use the entire length of the lane does not reduce the benefit of the bus lane for the large majority of the buses that would use it.

One goal of the proposed project is to improve service reliability; that is, the ability of buses to maintain their schedules. The reason that buses are observed “leap-frogging” one another is that, once a bus is delayed for any reason, such as traffic congestion, those delays get compounded by the additional dwell time at downstream bus stops due to the now large number of riders waiting for the bus. Later scheduled buses then catch up with the delayed bus and leap-frog it. By providing a consistent travel time for all buses, the proposed project would reduce the occasions on which buses get delayed and overtaken by other buses. It is true that Metro Rapid buses will be allowed to pass local buses, but a review of bus schedules found that most Metro Rapid buses pass only a few local buses in the area in which the bus lanes would be implemented. Once a Metro Rapid bus passes a local bus, it does not get “leap-frogged” by another bus.

Response to Comment No. 97-2

In consideration of comments received during the public review of the Draft EIR/EA, LACMTA and LADOT are considering Alternative A (Truncated Project Without Jut-Out Removal) as the preferred alternative. Accordingly, LACMTA and LADOT staff are recommending adoption of this alternative to

the LACMTA Board, the Los Angeles City Council, and the Los Angeles County Board of Supervisors. Currently, it can take buses approximately 48 to 52 minutes on Metro Rapid Line 720 to travel along Wilshire Boulevard from Centinela Avenue to Park View Street in the a.m. peak. It can take approximately 48 to 65 minutes during the p.m. peak. Not only would the bus lanes help improve bus travel times but, more importantly, service reliability would be improved as well since travel times would remain relatively constant over time due to the bus lanes' separation from mixed-flow traffic. The bus lanes would also benefit Local Line 20, which operates 29% slower (on average) than the Metro Rapid Line 720 during peak hours. Based on the speed improvements experienced with the Metro Rapid Program to date, one-way bus passenger travel times are expected to improve by up to 15 minutes. Metro Rapid stops on Wilshire Boulevard are approximately one-mile apart. The average time it takes to board a passenger is about 3 seconds per passenger.

Response to Comment No. 97-3

Section 4.1 of the Draft EIR/EA and Chapter 10 of the TIA address potential impacts on Ashton Avenue and Lindbrook Drive. The TIA states that study intersections on Wilshire Boulevard in the vicinity of Lindbrook Drive and Ashton Avenue operate at LOS D or better in 2012 and 2020. Therefore, it is not expected that a significant amount of traffic would divert from Wilshire Boulevard to these local residential streets.

The Draft EIR/EA and the TIA identify nine of the 74 study intersections at which the proposed project and Alternative A would each have significant impacts that cannot be mitigated. There are not seven significantly impacted intersections between Glendon and Comstock Avenues. The increase in vehicle delay at each of the intersections is identified in the Draft EIR/EA and the TIA.

All buses that remain on Wilshire Boulevard (as opposed to turning into UCLA), such as Metro Lines 720 and 920 would travel primarily in the bus lanes; they would use the remaining lanes only as needed to pass a bus or other vehicle in the bus lanes.

Response to Comment No. 97-4

Please refer to Master Response No. 10 regarding the anticipated shift of riders from automobiles to public transit.

Response to Comment No. 97-5

The proposed project would lengthen the eastbound left-turn pocket from Wilshire Boulevard to northbound Sepulveda Avenue, which would prevent left-turning traffic from blocking one of the through lanes. Therefore, through traffic that currently moves to the right to avoid this queue would be able to remain in the left through lane, simplifying traffic flow under the I-405 bridge.

Response to Comment No. 97-6

The Draft EIR/EA and the TIA identify nine of the 74 study intersections at which the original proposed project and Alternative A would each have significant impacts that cannot be mitigated. There are not seven significantly impacted intersections between Glendon and Comstock Avenues. The increase in vehicle delay at each of the intersections is identified in the Draft EIR/EA and the TIA. As discussed on page 25 of the TIA, the lanes on Wilshire Boulevard are not equally utilized, so restricting the curb lane to buses and right-turning vehicles does not reduce the capacity of Wilshire Boulevard by 33%. Please refer to Master Response No. 2 for an explanation of how lane utilization was determined, Master Response No. 3 for an explanation of the development of future traffic forecasts and the inclusion of development projects, and Master Response No. 1 for an explanation of how the study intersections were identified. The analysis in the Draft EIR/EA and the TIA includes the diversion of traffic to alternative routes.

The proposed project is not anticipated to have a material effect on vehicle running time. As discussed in the Draft EIR/EA on page 4.1-15, "...drivers respond to changes in speed and capacity of the roadway network. If a roadway's capacity is reduced, as is the case along Wilshire Boulevard, traffic will divert to other routes that may offer faster travel times..." In addition, development of public transit infrastructure is consistent with the State goal (per SB 375) of reducing GHG emissions associated with passenger vehicle travel by promoting alternative transportation choices, among other measures. The proposed project would have no meaningful effect on long-term GHG emissions when compared to the No Project Alternative.

Response to Comment No. 97-7

Please refer to Response to Comment 97-6 above.

Response to Comment No. 97-8

Currently, it can take buses on Metro Rapid Line 720 approximately 7 to 8 minutes in the a.m. peak and 7 to 12 minutes in the p.m. peak. It is expected that a savings of at least 2 to 3 minutes in one-way bus travel time for this segment can be achieved. All of these cumulative savings would result in significantly improved passenger travel times and service reliability along Wilshire Boulevard. The bus lanes will also significantly benefit local line 20, which operates approximately 29% slower than Metro Rapid during the peak hours.

Response to Comment No. 97-9

Please refer to Response to Comment No. 97-2 above.

Response to Comment No. 97-10

The time it takes to unload and load passengers at a Westwood bus stop varies by the time of day and how many passengers are boarding/alighting. On average, it takes about 3 seconds per passenger to board. The Metro Rapid stops approximately every one mile and the local service stops approximately every two tenths of a mile. The project corridor is approximately 9.7 miles.

Response to Comment No. 97-11

There are approximately 94 Metro buses assigned to the Wilshire services during the AM peak and approximately 104 buses during the PM peak. With the improved travel times and service reliability, more trips can be provided without the need for an increased fleet size.

Response to Comment No. 97-12

The proposed project does not involve any changes to the bus service or operation. Accordingly, no changes to the pollution figures for the types of buses that will be used on the Wilshire BRT would occur. As this comment does not state a concern or a question regarding the adequacy of the analysis in the Draft EIR, no further response is warranted.

Response to Comment No. 97-13

Please refer to Master Response No. 3 for an explanation of the development of future traffic forecasts and the inclusion of development projects and Master Response No. 1 for an explanation of how the study intersections were identified. The analysis in the Draft EIR/EA and the TIA includes the diversion of traffic to alternative routes.

Response to Comment No. 97-14

While data of the kind requested may be of interest to the commenter in forming an opinion on the proposed project, it is not necessary for evaluating potential project impacts under CEQA or NEPA. The increase in vehicle delay at each of the study intersections is identified in the Draft EIR/EA and the TIA.

Response to Comment No. 97-15

Buses would operate in the curb lanes most of the time. However, buses would be allowed to pass one another, when necessary. Buses would then return back into the bus lanes.

Response to Comment No. 97-16

LACMTA staff have consulted with those responsible for the I-405 HOV Lane Project and have been informed that most work associated with that project would take place on the on/off-ramps themselves. LACMTA will continue

this coordination with Caltrans to minimize any impacts. During construction of the Wilshire BRT Project, traffic plans will be prepared by both the City and County of Los Angeles to ensure that impacts are minimized.

Response to Comment No. 97-17

The trees in the median west of the I-405 would need to be removed to create a longer left-turn pocket for eastbound Wilshire Boulevard at Sepulveda Boulevard. These trees are currently not thriving well due to the narrow width of the current median. However, these trees would be replaced with more appropriate landscaping along the new and reconfigured median.

Response to Comment No. 97-18

While data of the kind requested may be of interest to the commenter in forming an opinion on the proposed project, it is not necessary for evaluating potential project impacts under CEQA or NEPA. Bus lanes are a key attribute of Bus Rapid Transit. Bus lanes make transit usage more attractive by reducing transit travel times, increasing service reliability, and improving safety. TPS by itself will not result in or provide the maximum benefits.

Response to Comment No. 97-19

Please refer to Master Response No. 4 regarding the differences between the proposed project and the Bus Lane Demonstration Project. The Bus Lane Demonstration Project was discontinued until the bus lanes could be incorporated into a larger project.

Response to Comment No. 97-20

There are no current plans to eliminate the bus lanes once the subway is built since bus service along Wilshire Boulevard will continue to be provided.

Response to Comment No. 97-21

The proposed project would widen the south side of Wilshire Boulevard between Federal Avenue and Bonsall Avenue and restripe this segment of Wilshire Boulevard to add the proposed eastbound bus lane. There would be no loss of a mixed-flow lane along this segment to affect the southbound I-405 on-ramps. In addition, the proposed project would lengthen the existing eastbound left-turn pocket on Wilshire Boulevard at Sepulveda Boulevard. It is anticipated that this improvement would significantly reduce the eastbound traffic congestion and delay along this segment of Wilshire Boulevard by eliminating the over-flow of left-turning vehicles onto the adjoining eastbound lanes.

Response to Comment No. 97-22

It is not clear what ridership has to do with getting back to average trip times in the corridor from Comstock Avenue to Sepulveda Boulevard. As this

comment does not state a concern or a question regarding the adequacy of the analysis in the Draft EIR, no further response is warranted.

Response to Comment No. 97-23

While data of the kind requested may be of interest to the commenter in forming an opinion on the proposed project, it is not necessary for evaluating potential project impacts under CEQA or NEPA.

Response to Comment No. 97-24

As the questions regarding bus and car emissions do not address the adequacy of the analysis in the Draft EIR/EA, no further response is warranted. With respect to the question regarding peak commute times, the Draft EIR/EA states on page 4.1-15 that "...drivers respond to changes in speed and capacity of the roadway network. If a roadway's capacity is reduced, as is the case along Wilshire Boulevard, traffic will divert to other routes that may offer faster travel times..." Air quality impacts, including impacts in the Sepulveda Boulevard to Comstock Avenue area, were evaluated in the Draft EIR/EA consistent with SCAQMD prescribed evaluation criteria. Impacts were found to be less-than-significant.

Response to Comment No. 97-25

Please refer to Response to Comment No. 97-24 above.

Response to Comment No. 97-26

Section 4.1 of the Draft EIR/EA and Chapter 10 of the TIA address potential impacts on Ashton Avenue and Lindbrook Drive. Both documents state that study intersections on Wilshire Boulevard in the vicinity of Lindbrook Drive and Ashton Avenue operate at LOS D or better in 2012 and 2020. Therefore, it is not expected that a significant amount of traffic would divert from Wilshire Boulevard to these local residential streets.

Response to Comment No. 97-27

Please refer to Master Response No. 3 for an explanation of the development of future traffic forecasts and the inclusion of development projects and Master Response No. 1 for an explanation of how the study intersections were identified. Prior to mitigation, there are six impacted intersections along Olympic Boulevard and three impacted intersections along Pico Boulevard, between the Santa Monica City Line and downtown Los Angeles. The Draft EIR/EA fully discloses all of the impacted intersections, the proposed mitigation measures, and which intersections cannot be mitigated.

Response to Comment No. 97-28

Transit Signal Priority System (TPS) alters the signal timing of an intersection on Wilshire Boulevard, if necessary, by extending the Wilshire Boulevard green time by 10% of the cycle time to provide Metro Rapid buses

traveling on Wilshire additional green time to cross an intersection. The additional time is extracted from the time allocated to cross-street. However, the City's Adaptive Traffic Control System (ATCS) constantly monitors all the signalized intersections along Wilshire Boulevard and adjusts and normalizes the signal timing of any intersection where there is evidence of congestion. Also, when additional time is allocated to a Metro Rapid Bus, the signal timing of the intersection will not be altered during the next cycle time regardless of whether additional time is requested for an approaching Metro Rapid Bus to cross the intersection. This is intended to prevent cumulative delay on north/south traffic and disruption of the operational efficiency of the affected intersection.

A "Transit Priority System Evaluation Study" conducted by LADOT in 2001 to assess the impact of TPS on cross street traffic determined that no adverse impact on cross streets resulted from TPS operation at any of the study intersections. The report of the study is available at the LADOT office located at 100 South Main Street, 9th Floor, Los Angeles, California, 90012.

Response to Comment No. 97-29

As the commenter correctly observed, there are no "minor" signal controlled intersections in the area between Comstock Avenue and Sepulveda Boulevard. Accordingly, the 10% to 15% increase in the portion of the traffic signal cycle that would be available for transit signal priority would not be applicable in this area. ATCS would closely monitor traffic operations at all of the signal controlled intersections and would adjust the signal timing, wherever there is evidence of traffic delay at any intersection. Therefore, the proposed project would not have any adverse impacts on any of the streets within this segment of Wilshire Boulevard beyond those identified in the Draft EIR/EA.

Response to Comment No. 97-30

As indicated in Response to Comment No. 97-28 above, the study conducted by LADOT in 2001 to assess the impact of TPS on cross streets did not show any adverse traffic impact on any of the study intersections. Therefore, it is anticipated that the reduction in the number of traffic recovery cycles from two to one at key intersections along the project corridor would not lead to significant delays or operational disruption at the intersections. Additionally, ATCS would closely monitor traffic operation at the intersections and would adjust the signal timing, wherever there is evidence of traffic delay at any intersections.

Response to Comment No. 97-31

During the 2004-2007 bus lane demonstration project, it was found that traffic diverted to Barrington Avenue and Sunset Boulevard to avoid congestion on Wilshire Boulevard. However, the proposed project is very different from the demonstration project (see Master Response No. 4) in that Wilshire Boulevard would be widened between Barrington Avenue and Bonsall Avenue to create one extra lane for buses during the peak periods and

for all traffic during the non-peak periods. It is expected that the proposed project would improve the flow of all traffic, including buses and cars through this bottleneck segment and would not result in diversion to Barrington Avenue and Sunset Boulevard.

Response to Comment No. 97-32

Based on the speed improvements and associated ridership increase experienced with the Metro Rapid Program to date, transit ridership along the Wilshire corridor is anticipated to increase between 15% to 20%.

Response to Comment No. 97-33

LACMTA anticipates that ridership would increase significantly within the first six months to a year.

Response to Comment No. 97-34

As the questions regarding bus and car emissions do not address the adequacy of the analysis in the Draft EIR/EA, no further response is warranted. With respect to the question regarding peak commute times, the Draft EIR/EA states on page 4.1-15 that "...drivers respond to changes in speed and capacity of the roadway network. If a roadway's capacity is reduced, as is the case along Wilshire Boulevard, traffic will divert to other routes that may offer faster travel times..." Air quality impacts, including impacts in the Sepulveda Boulevard to Comstock Avenue area, were evaluated in the Draft EIR/EA consistent with SCAQMD prescribed evaluation criteria. Impacts were found to be less-than-significant.

Response to Comment No. 97-35

The current EIR/EA fully discloses all of the impacted intersections (which includes the Veteran Avenue/Wilshire Boulevard intersection in Westwood), their mitigations, and the fact that there are four intersections that cannot be mitigated at all, while another five are only partially mitigated and, therefore, also remain significantly impacted. The mitigation measures would be implemented to ensure that any adverse impacts the proposed project may directly create with its implementation are avoided, remedied, or minimized.

Response to Comment No. 97-36

Bus lanes are a key component of BRT and make transit usage more attractive by reducing transit travel times, increasing service reliability, and improving safety. We anticipate that the proposed improvements would encourage more people onto public transit, thereby helping to reduce traffic congestion and help improve air quality.

Response to Comment No. 97-37

The comments have been noted. Please refer to Master Response No. 4 regarding the differences between the proposed project and the Bus Lane Demonstration Project.

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James O'Sullivan
907 Masselin Avenue
Los Angeles, CA 90036

July 23, 2010

Re: Wilshire Buss Rapid Transit Project

To Whom It May Concern:

I have attended several of the meetings in the Miracle Mile area, filled out cards and spoken to concerns. I don't see my comments currently reflected so I will once again state them.

1

The Miracle Mile Residential Association supported the curb lane peak hour BRT rather than the center lane dedicated lane. Most in the area still support the current proposal but have concerns about air quality and traffic. The Miracle Mile and surrounding area's are home to many people (seniors and children) who are adversely affected by poor air quality. Major North/South roadways traversing our area including Fairfax/LaBrea Avenues routinely carry motorist from the 10 Freeway to destinations such as CBS, Farmers Market/Grove and Hollywood. These roads will (according to the DEIR) experience longer travel times for automobiles and the impact will be increased traffic (diversion of traffic into surrounding neighborhoods) and increased air emissions.

To counter this the DEIR makes the assumption (see below) that impacts to air quality and increased traffic would diminish over time with a 10% mode shift of drivers to transit.

2

That could happen in a City with a fully developed "rapid" public transportation system, but that is not Los Angeles. Like it or not we are stuck in our cars unless and until we have multiple East/West and North/South systems in place.

The new census will give us a better idea of the sensitive person population in the Miracle Mile. It would be helpful if sensors were placed in the Miracle Mile area to determine the true impacts to the sensitive population. I am asking that it be done.

The following assumptions were made in the DEIR.

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.

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.

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:

While the report does not mention 8th street between Fairfax and LaBrea it is already heavily used and any traffic pushed to the south of Wilshire Boulevard would most certainly make use of 8th street. As that street becomes clogged with traffic cars will divert further on neighborhood streets.

3

Sincerely

James O'Sullivan

213-840-0246

COMMENT LETTER NO. 98
O'Sullivan, James

Response to Comment No. 98-1

Comment noted; please refer to Response to Comment Nos. 98-2 and 98-3 below.

Response to Comment No. 98-2

With the implementation of the Wilshire/Whittier Metro Rapid in June 2000, bus travel times were reduced by an average of 29% and transit ridership increased by almost 40%. A passenger survey conducted following the implementation of the Wilshire/Whittier Metro Rapid indicated that one-third of the ridership increase was from those new to public transit. Currently, there are 28 Metro Rapid lines operating throughout the region, creating an east/west and north/south network of Rapid service.

In addition, the Draft EIR/EA recognizes that people would adjust their travel patterns as a result of the Wilshire BRT Project. Therefore, the Draft EIR/EA includes analysis, as well as mitigation measures, at many intersections other than those just on Wilshire Boulevard. We also expect a further increase in transit usage with the implementation of this project. Bus lanes are a key component of BRT and make transit usage more attractive by reducing transit travel times, increasing service reliability, and improving safety. Increased transit usage will help relieve traffic congestion and help improve air quality.

Response to Comment No. 98-3

The comment has been noted and will be forwarded to the decision makers for their consideration.

LETTER 99

From: william paptoutsi [vpapoutsis@sbcglobal.net]
Sent: Tuesday, July 20, 2010 9:58 PM
To: WilshireBRT
Subject: WILSHIRE BRT DEDICATED BUS LANES DEIR COMMENTS JULY 21, 2010

Date: Tuesday, July 20, 2010, 7:04 PM

Wilshire Bus Rapid Transit (BRT) DEIR Comments July 20, 2010

To: Martha Butler, Project Manager LA County Metropolitan Transportation Authority

From: William Papoutsis

1545 Ensley Avenue

Los Angeles, Ca. 90024

vpapoutsis@sbcglobal.net

As a longtime Westwood resident, with respect to dedicated bus lanes on Wilshire Boulevard during peak traffic hours, I support **NO PROJECT between Comstock and Glendon Avenues (the ONLY residential corridor in proposed BRT project)** for the following reasons:

1. WESTWOOD RESIDENTS ON WILSHIRE BOULEVARD AND IN ADJACENT NEIGHBORHOODS HAVE REPEATEDLY VOICED THEIR OPPOSITION TO BRT PROJECT BETWEEN COMSTOCK AND GLENDON: Local Westwood residents have voiced their disapproval of the implementation of dedicated bus lanes between Comstock and Glendon Avenues, therefore NO PROJECT in this segment. 1

2. LEAVE WELL ENOUGH ALONE - CONDO CANYON ALREADY HAS FASTEST TRAVELTIMES ALONG ENTIRE WILSHIRE CORRIDOR: Implementing dedicated bus lanes in Comstock/Glendon segment is a costly waste of City/Federal funds with no apparent benefits. Given the already high travel times and lack of delays/congestion during peak traffic hours, no justification exists. Traffic delays for automobiles will increase substantially on Wilshire in the Comstock/Glendon segment if two lanes are replaced with dedicated bus lanes. Two bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to their increased congestion. Traffic will idle and gridlock, thus creating problems that currently do not exist. 2

3. NO EVIDENCE THAT CONVERTING COMSTOCK/GLENDON SEGMENT TO DEDICATED BUS LANES WILL "improve bus passenger travel times, service reliability, and ridership of existing BRT system and encourage shift from auto to bus." 3

4. DEDICATED BUS LANES WILL DRIVE TRAFFIC INTO ALREADY OVERCROWDED RESIDENTIAL STREETS LIKE BEVERLY GLEN, OHIO, WESTHOLME, AND SELBY, upon all of which schools are located. 4

5. MUST CONSIDER SAFETY, ENVIRONMENTAL CONSEQUENCES: Crossing and/or walking along Wilshire Boulevard in the Comstock/Glendon segment will be even more 5

harrowing. Narrower sidewalks will make it even more dangerous for pedestrians and their children, pets, elderly and handicapped. | 5

Removal of parking spaces on Wilshire (almost 100) and loss of delivery access during peak hours will cause severe problems for residents, schools, hotels, churches, synagogues, and other businesses. | 6

Removal of mature trees will significantly impact air and life quality, and will remove natural traffic noise barriers. | 7

Increased noise and vibration impacts will occur from buses running closer to residential highrises. | 8

For these reasons, I strongly urge you to **drop the BRT Project between Comstock and Glendon Avenues** in Westwood. | 9

Very truly yours,
William Papoutsis

COMMENT LETTER NO. 99
Papoutsis, William

Response to Comment No. 99-1

This commenter opposes the proposed project; the comment has been noted. As this comment does not state a concern or a question regarding the adequacy of the analysis in the Draft EIR, no further response is warranted. However, the comment will be forwarded to the decision makers for their review and consideration.

Response to Comment No. 99-2

Please refer to Master Response No. 8 regarding the exclusion of the segment between Comstock Avenue and Veteran Avenue from the proposed project.

Response to Comment No. 99-3

Please refer to Master Response No. 8 regarding the exclusion of the segment between Comstock Avenue and Veteran Avenue from the proposed project.

Response to Comment No. 99-4

The Draft EIR/EA and the TIA analyzed potential residential street impacts. Beverly Glen Boulevard, Ohio Avenue, and Westholme Avenue are all collector or higher classification roadways; they are not classified as local residential streets. Please refer to Master Response No. 1 for an explanation of how study intersections on these streets were identified. Selby Avenue is a local residential street. Because all study intersections on Wilshire Boulevard in the area between Comstock and Glendon Avenues are expected to continue to operate at Level of Service D, there is little reason to expect that cut-through traffic would result along parallel streets as an alternative to Wilshire Boulevard.

Response to Comment No. 99-5

Please refer to Master Response No. 14 regarding pedestrian safety.

Response to Comment No. 99-6

The project, as currently proposed, would result in the removal of the jut-outs between Comstock Avenue and Malcolm Avenue. However, in consideration of comments received during the public review of the Draft EIR/EA, LACMTA and LADOT are considering Alternative A (Truncated Project Without Jut-Out Removal) as the preferred alternative. Accordingly, LACMTA and LADOT staff are recommending adoption of this alternative to the LACMTA Board, the Los Angeles City Council, and the Los Angeles County Board of Supervisors. This alternative would result in the retention of the jut-outs and, as such, would not result in the removal of parking spaces or loss of delivery access on Wilshire Boulevard during peak hours.

Response to Comment No. 99-7

Please refer to Master Response No. 11 regarding removal of street trees.

Response to Comment No. 99-8

Please refer to Master Response No. 18 regarding noise and vibration impacts from buses running closer to residential structures.

Response to Comment No. 99-9

Please refer to Response to Comment Nos. 99-2 through 99-8 above.

LETTER 100

From: Mitch Paradise [mpthekid@verizon.net]
Sent: Friday, July 23, 2010 3:04 PM
To: WilshireBRT
Subject: Dedicated bus lane projectq

The idea of a dedicated bus lane on Wilshire Blvd. at Rush Hour is *one of the worst ideas* I've ever heard of. Regardless of your goals and objectives, this will *not*: 1

Encourage a shift from automobile use to public transit. Why?

1. Because the buses are unreliable (particularly the Rapids, which bunch up nose-to-tail and do not arrive on schedule, while other buses don't even travel all the way West beyond Westwood Blvd., forcing one to switch buses to get West of Westwood. 2
2. Because you have no transfer system that makes the buses more affordable.
3. Because you have pretty much maxed out who's going to use buses, and this gimmick isn't going to change that much.

Improve traffic flow along Wilshire Blvd. Why?

1. Because you are jamming three lanes of traffic down to two, increasing the flow in those lanes by 50%. I don't know where you got figures that the curb lane is only used by 18% of traffic. From Beverly Hills West, all three lanes are *packed* going through West LA and Westwood, to the point that people turn off North and take Linbrook through Westwood and pick up Wilshire again later on. 3

As to bus service reliability, there is no reason to believe that will happen. Your drivers are still your drivers. They can't stick to a schedule now. 4

The negative impact on quality of life behind the wheel and increased stress is not worth it. You want to build an *extra lane*, fine, but reducing driving lanes with this idea is just *stupid*. It's wishful thinking standing in for common sense. This is not NY or San Francisco. And I take the buses. The other night, I stood at Westbound Fairfax and Wilshire, and after ten minutes let a local go by because a Rapid was due any minute. I'm heading to Barrington. Well, 20 minutes later, and no Rapid, I *took* the next local #20, because no Rapid *ever came by, all the way to Westwood, where I had to get off the bus because that was as far as he went – at 9:50 PM.* 5

Mitch Paradise

COMMENT LETTER NO. 100
Paradise, Mitch

Response to Comment No. 100-1

This commenter opposes the proposed project; the comment has been noted. As this comment does not state a concern or a question regarding the adequacy of the analysis in the Draft EIR, no further response is warranted. However, the comment will be forwarded to the decision makers for their review and consideration.

Response to Comment No. 100-2

The implementation of bus lanes on Wilshire Boulevard would not only help reduce passenger travel times but, most importantly, the improved travel times would remain relatively constant and more reliable due to the separation of the bus lanes from mixed-flow traffic. This would reduce bus bunching and help improve overcrowdings since passenger loads would be more evenly distributed. Bus lanes make transit usage more attractive by reducing transit travel times, increasing service reliability, and improving safety.

Response to Comment No. 100-3

Please refer to Master Response No. 2 concerning how lane utilization was determined.

Response to Comment No. 100-4

One goal of the proposed project is to improve service reliability (i.e., the ability of buses to maintain their schedules and/or have more consistent travel times). The reason that buses are observed “leap-frogging” one another is that, once a bus is delayed for any reason such as traffic congestion, those delays get compounded by the additional dwell time at downstream bus stops due to the now large number of riders waiting for the bus. Later scheduled buses then catch up with the delayed bus and leap-frog it. By providing a consistent travel time for all buses, the proposed project would reduce the occasions on which buses get delayed and overtaken by other buses. It is true that Metro Rapid buses will be allowed to pass local buses, but a review of bus schedules found that most Metro Rapid buses pass only a few local buses in the area in which the bus lanes would be implemented. Once a Metro Rapid bus passes a local bus, it does not get “leap-frogged” by another bus.

Response to Comment No. 100-5

Comment noted. As this comment does not state a concern or a question regarding the adequacy of the analysis in the Draft EIR, no further response is warranted. However, the comment will be forwarded to the decision makers for their review and consideration.

LETTER 101

Subject: Wilshire Bus Rapid Transit Project

Date: Monday, July 12, 2010 10:32 PM

From: Jesse Paster <jpaster@gmail.com>

To: WilshireBRT WilshireBRT@metro.net

People,

I support the expedient implementation of the Wilshire Bus-Only Lanes Project. This city has done more than enough for the personal automobile that it has become a menace to society. Providing Bus-Only Lanes on Wilshire will improve the speed of buses and make them more desirable to a broader audience of citizens. It is too convenient to take a car down Wilshire blvd and not consider the benefits and convenience of fast bus. This bus lane will improve the efficiency of busses. Further it will free traffic from the lane for alternative users such as bicycles

Lastly, I support the findings of the draft EIR.

Jesse Paster

P.O. Box 25395, Los Angeles, CA 90025

**COMMENT LETTER NO. 101
Paster, Jesse**

Response to Comment No. 101-1

This commenter supports the proposed project; the comment has been noted and will be forwarded to the decision makers for their consideration.

From: Richard Pfefferman [rpfefferman@sbcglobal.net]
Sent: Tuesday, July 20, 2010 1:01 PM
To: WilshireBRT
Cc: jreichmann Reichmann
Subject: NO Project for Wilshire BRT from Comstock to Glendon Avenues

Dear Ms. Butler:

My partner and I live at 10311 Eastborne Avenue. I have lived here for eight years and frequently travel on Wilshire Blvd - by car, by bike, by bus, and by foot. I am writing to express our strong objections to including dedicated bus lanes from Comstock to Glendon Avenues on the BRT line running from downtown Los Angeles to Santa Monica. 1

We are environmentalists who strongly support bus ridership, but we have serious concerns about the proposal for dedicated bus lanes in THIS PARTICULAR STRETCH of Wilshire Blvd.:

1 - A 2001 traffic study reported that there is no slowing of cars or buses between Comstock and Glendon Avenues; 2

in fact, the report stated that this is fastest moving roadway segment on the Wilshire BRT.

2 - Dedicated bus lanes would eliminate an estimated 100 street parking places. This would inhibit vendor parking to service the high rise buildings, churches, synagogues and the Belmont Assisted Living facility along this stretch of roadway. There are no alley accesses, so vendor vehicles and cars would have to enter the contiguous neighborhoods for this purpose. 3

3 - Buses currently travel at high speeds over this stretch of roadway. A dedicated bus lane would facilitate greater speeds, endangering cyclists and pedestrians who cross Wilshire to go to Holmby Park, as well as synagogue- and church-goers. 4

4 - Narrowing car lanes to provide for dedicated bus lines will inevitably create backups from Beverly Hills to Glendon resulting in more pollution from cars sitting in traffic. 5

.

In light of the deep cuts being made in City and County budgets, we need to target the money we spend to where the benefits are clear. Forcing street construction in this roadway seems particularly unwise. It is a costly waste of City funds with no perceived benefits. 6

Sincerely,

Richard Pfefferman (and Terrence LeBleu)

COMMENT LETTER NO. 102
Pfefferman, Richard

Response to Comment No. 102-1

This commenter opposes the proposed project; the comment has been noted. As this comment does not state a concern or a question regarding the adequacy of the analysis in the Draft EIR, no further response is warranted. However, the comment will be forwarded to the decision makers for their review and consideration.

Response to Comment No. 102-2

Please refer to Master Response No. 12 regarding the bus speeds between Comstock Avenue and Westwood Avenue.

Response to Comment No. 102-3

The project, as currently proposed, would result in the removal of the jut-outs between Comstock Avenue and Malcolm Avenue. However, in consideration of comments received during the public review of the Draft EIR/EA, LACMTA and LADOT are considering Alternative A (Truncated Project Without Jut-Out Removal) as the preferred alternative. Accordingly, LACMTA and LADOT staff are recommending adoption of this alternative to the LACMTA Board, the Los Angeles City Council, and the Los Angeles County Board of Supervisors. This alternative would result in the retention of the jut-outs and, as such, would not result in the loss of vendor parking to service the high rise buildings, churches, synagogues and the Belmont Assisted Living facility along this segment of Wilshire Boulevard.

Response to Comment No. 102-4

Please refer to Master Response No. 14 regarding pedestrian safety and Master Response No. 15 regarding the impacts of bus speeds on churches and schools..

Response to Comment No. 102-5

Please refer to Master Response No. 16 regarding traffic flow from Beverly Hills.

Response to Comment No. 102-6

Comment noted. As this comment does not state a concern or a question regarding the adequacy of the analysis in the Draft EIR, no further response is warranted. However, the comment will be forwarded to the decision makers for their review and consideration.

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LETTER 103

From: feedback@metro.net
Sent: Saturday, July 24, 2010 9:00 AM
To: WilshireBRT
Subject: [Metro.net] customer comment

Comment from

First Name: Bruce
Last Name: Phillips
Email: baphucusc@gmail.com
Phone: 213 765-2151
URL:

I like the idea very much. MOre buses are also needed on Wilshire --I have rarely encountered a 720 bus that was not full.

**COMMENT LETTER NO. 103
Phillips, Bruce**

Response to Comment No. 103-1

This commenter supports the proposed project; the comment has been noted and will be forwarded to the decision makers for their consideration.

LETTER 104

Comments and Questions re. Wilshire Rapid Transit Project.

The 2010 EIR appears to be missing the most important data needed by decision makers and the public to decide whether the benefits of the proposed project outweigh its impacts. Namely:

1. What actual total-corridor Average-Travel-Speed is projected for each project alternative?
2. Will the Average-Travel-Speed increases be sufficient to attract new riders and if so, what ridership-increases are projected for each project alternative?
3. What total-corridor Commuter-Carrying-Capacity is projected for each project alternative?

Furthermore:

4. The project's impacts on corridor traffic may be understated. Consequently mitigations to reduce impacts may be under-planned. The benefits of some planned mitigations may not be realized.

But the most important issue is that,

5. The most promising travel-speed and ridership increasing alternative is not included.
(i.e., Incorporating a real "Bus Way" into Wilshire Boulevard.)

Background information and specific questions on each of the above can be found below. I hope answers to the questions will be included in the Final EIR.

Thank you,
Bill Pope
Member, CD11 Transportation Committee

1. What actual total-corridor Average-Travel-Speed is projected for each project alternative?

The EIR's Executive Summary states that,

In March 2004, the Los Angeles Department of Transportation (LADOT) and the Los Angeles County Metropolitan Transportation Authority (LACMTA) implemented peak period bus lanes along a one-mile segment of Wilshire Boulevard between Centinela Avenue and Federal Avenue in West Los Angeles, as part of a Bus Lane Demonstration Project.

...the demonstration project resulted in a 14 percent bus speed improvement

The EIR states that when the currently proposed project is implemented,

"passenger travel times are expected to improve by an average of 24 percent."

Today average travel speed on Wilshire during the PM commuter period between Centinela and Westwood is between 3 and 6 miles per hour. By my calculations, a 24% increase would improve travel speed by only 0.7 to 1.4 miles per hour to 4 to 7.4 MPH.

QUESTIONS:

What is the current average travel speed for bus commuters along the total 9.7 route, or for each segment if segments vary widely?

What are the current travel speeds for private-vehicle commuters along these same segments?

If the proposed project were implemented, what actual average travel speed does MTA-LADOT project along each segment for:

- Wilshire Boulevard bus commuters?
- Wilshire Boulevard private-vehicle commuters?

Does Metro believe that these travel speed increases are insufficient to justify reducing the carrying capacity of Wilshire Boulevard by 700 private vehicles and 840 commuters per hour

[700 vehicles per lane per hour of share green time x 2 Lanes / 2 PCE for Right-turn Lanes = 700 Vehicles displaced per hour.]
[700 vehicles x 1.2 commuters per vehicle = 840 commuters displaced per hour.]

2. Will the Average-Travel-Speed increases be sufficient to attract new riders and if so, what ridership-increases are projected for each project alternative?

The EIR 2010 claims that,

“Based on travel time improvement, ... ridership is anticipated to grow significantly as a result of the proposed project.”

According to MTA bus-drivers I interviewed, the 14% speed increase experienced during the demonstration project was insufficient to attract new riders, and would still be insufficient to attract new riders.

QUESTION:

Does Metro believe that travel speed improvements of 0.7 to 1.4 MPH will not attract new riders?

By what actual percentage and actual number is ridership projected to grow?

3. What total-corridor Commuter-Carrying-Capacity is projected for each project alternative?

If all the other possible east-west alternative arterial streets (3rd Street, Santa Monica, Olympic and Pico Boulevards) are now already saturated, or are projected to be saturated by already-approved-but-not-yet-built-and-occupied land development projects (which they are), the 700 private vehicles displaced from the curb-side lanes per hour will have no other options and will simply be prevented from traveling during the current commute periods.

Therefore, unless enough bus trips are added to accommodate the displaced commuters and average travel speeds are increased enough to attract them, the corridor's capacity will be reduced by approximately 5,000 commuters.

[700 private vehicles x 1.2 commuters per vehicle x 3 hours per commute period x 2 periods = 5,040]

QUESTIONS:

Will additional bus trips be added to accommodate the private-vehicle commuters displaced from Wilshire?

Were the additional bus trips figured into the traffic impact studies?

Will average travel times for Wilshire buses, currently 3 MPH on the Westside in the primary flow direction, be increased enough to attract the private-vehicle commuters displaced?

What is MTA's estimate of the total hourly carrying capacity of the corridor consisting of Wilshire Boulevard, 3rd Street, Santa Monica Boulevard, Olympic Boulevard and Pico Boulevard:

- Today, without the proposed project?

- With each of the proposed alternative projects?

4. The project's impacts on corridor traffic may be understated. Consequently mitigations to reduce impacts may be under-planned. The benefits of some planned mitigations may not be realized.

A Traffic Study was done to determine the project's impact on non-bus commuter traffic on the streets in the corridor. The traffic study expressed current, 2010 and 2020 traffic conditions in terms of the Delay motorists do or will experience at intersections and assigned corresponding Level of Service (LOS) grades of "A" to "F". Increases in intersection delays caused by the project reflect adverse impacts. Mitigations are planned for the impacts considered by LADOT as "Significant Impacts".

There are several problems with the traffic study and its conclusions.

1. Based on references in the EIR and on personal on-site observations, I am lead me to believe that the "Delays" and LOS grades use in the EIR to convey current and future traffic conditions were incorrectly determined. They are, in fact, much less than those actually being experienced by motorists.

The intersection Delays in the EIR appear to have been calculated from intersection Volume to Capacity (V/C) Ratios rather than determined by measuring the delays that are actually occurring and being experienced by vehicular traffic. This is totally invalid.

Volume to Capacity measurements (V/C Ratios) and Levels of Service are two entirely separate measures. One should not be derived from the other. Motorists today frequently experience delays greater than 80 seconds (Level of Service “F”) at intersections carrying only 50% of their maximum theoretical volume capacity due to either overloading at the intersection in question or at downstream intersections. LADOT incorrectly gives such intersections an LOS grade of “A” because that is the grade assigned to the type of delay that is typically found at non-congested intersections running at only 50% of their maximum theoretical volume capacity. This is not the delay typically found at congested intersections. The only valid way to determine delay is to observe and measure it. This does not appear to have been done. If not, the then the entire traffic study is invalid.

As proof is the flaws in the traffic study, the PM Peak Hour Delay and LOS grade for the Barrington/Wilshire intersection is shown in the traffic study as follows:

Delay	LOS Grade	for Year	Source
29.9 seconds	C	2008	Appendix B Table 4.1
32.9 seconds	C	2012	Appendix B Table 6.1

On July 20, 2010, I monitored this intersection and found that the average delay experienced by eastbound Wilshire traffic was typically **over 4 minutes, not 29.9 or 32.9 seconds** due to congestion at it and downstream intersections. I don't know what the average delay was for all directions of flow but to say or imply that is only 30 seconds and that the intersection provides a level of service of “C” is misleading to decision makers. It was certainly not the Level of Service experienced by the majority of commuters, both bus and private vehicle, who were trying to get through that intersection.

2. Since LADOT uses a sliding scale to determine when an impact is to be considered “Significant” and therefore mitigated, an erroneously low statement of Delay will allow a larger number of impacts to go unmitigated.
3. Impacts considered by LADOT (and other L.A. County cities) as “insignificant” still leave large impacts.
4. Planned mitigations which do not actually increase capacity to greater than demand will be ineffective.

The EIR implies that LADOT either did or contributed to the calculation of the number of intersections “significantly” impacted by the project and the number significant impacts which be could be reduced to “less than significant”. LADOT uses Volume to Capacity Ratios to make such predictions. Even though it is invalid to do so, LADOT continues to calculate improvements on a mathematically basis even when the traffic flow volumes calculated as being possible from the proposed improvements exceed the intersection's maximum possible flow volumes. Therefore, the benefits of such mitigations appear only on paper and will likely not be experienced in the real-world.

QUESTION:

Do the predicted “after mitigation” Volume to Capacity (V/C) Ratios for any of the intersections where impacts are claimed to be reduced to “less than significant” exceed 1.0?

If so, then these improvements will not be realized in the real world.

5. The most promising travel speed and ridership-increasing alternative is not included. (aka, Incorporating Bus Way into Wilshire Boulevard)

The EIR indicates that three options or strategies have been considered for improving bus travel. These were,

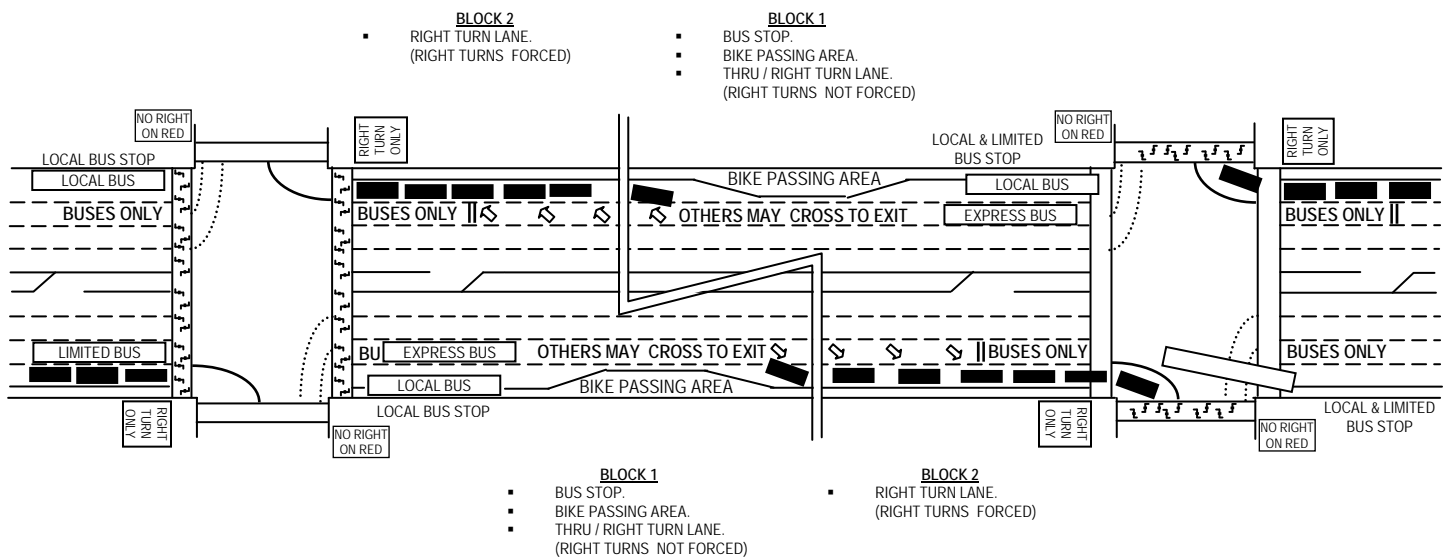
1. Peak period end-to-end bus lanes, which consists of the conversion of Wilshire Boulevard curb lanes from mixed flow to bus and right-turn only, and implementation of a number of engineering enhancements,
2. All day mini bus lanes, which consist of implementation of “mini” bus lanes in selected segments,
3. Implementation of engineering enhancements (e.g., traffic signal modifications/Transit Priority System) only.

I did not see Option 3 included in the EIR, but my guess is that bus control of traffic signals (i.e., Transit Priority System) would provide little increase in average travel speed on streets where traffic is creeping, bumper-to-bumper at 3 to 6 MPH as it is today on much of Wilshire Boulevard and the alternate streets.

The travel speed improvement capability of the other two options; 1) Peak period end-to-end bus lanes and 2) All day mini bus lanes, is also questionable because both of these options are based on dedicating curb-side lanes to buses.

Without pedestrian bridges, travel in curb-side lanes will always be slowed by right-turning traffic which will actually be stopped during most to the green phase waiting for pedestrians to cross the orthogonal street. This is probably why the demonstration project run earlier only experienced a 14% improvement in average travel speed. At current 3 to 6 MPH travel speeds, even the 24% increase projected (which calculates to a 0.7 to 1.4 MPH increase) will be insufficient to attract new riders and insufficient to accommodate the private-vehicle commuters displaced, making the project a waste of taxpayer money.

A much more promising option might be to dedicate the Number 2 lane to bus-only travel, leaving the curb-side lane for bus loading and unloading, bus acceleration and merging, bicycle traffic and for right-turning private-vehicles.



9

Granted this may leave only one lane for private-vehicle through travel on some sections of Wilshire, but it could:

- Improve travel speeds a 1000% from 3 MPH to 30 MPH vs. from 3 to 3.7 or from 6 to 7.4 MPH to be realized from the 24% increase projected in curb-side lanes. Buses would not be delayed by pedestrian-delayed right-turning traffic or other buses stopped for loading.
- Allow for the truly effective operation three levels of service; 1) Local buses which stop ever other block, 2) Limited buses which stop only once every mile at major arterials, and 3) inter-City Express buses which stop only at cities and jor business districts (e.g., Santa Monica, Westwood, Century City, Beverly Hills, Mid Wilshire, Downtown L.A.) Limited and Express buses would not be delayed by Local buses stopped for loading/unloading, and Express buses would not be delayed by Limited buses.
- Create a permanent demand for new buses, making it cost-effective to increase the fleet to accommodate not only the private-vehicle commuters displaced from Wilshire Boulevard, but additional private-vehicle-commuters from the other corridor streets, increasing overall corridor capacity.
- Increase the carrying capacity of the two lanes involved (curb-side and Number 2 lane) up to five (5) fold.

The above benefits can be achieved in phases.

Phase 1. Install Signage and Pavement Markings.

Phase 1 could be just installing the signage and lane markings so that Number 2 is used for bus travel and private vehicles crossing it to access the right turn lane.

After seeing (or hearing about) buses whizzing by stalled private vehicle traffic, new riders will quickly flock to and fill up the buses currently on Wilshire, which except during the one peak hour, appear from my spot observations to running at only 40% - 60 % of capacity during the other hours.

Phase 1 achieves several benefits:

- Metro gains full possible revenue from its existing fleet on Wilshire.
- Multiple levels of service (Local, Limited and Express) are now possible and effective
- The travel speed of Express-bus commuters will be increased from 3 MPH to 30 MPH. (A 30 MPH average speed is achievable because traffic signals set at quarter-mile intervals, as I think most are on Wilshire, can be timed for a 30 MPH flow in both directions.) The average travel speed of Limited-bus commuters should be close to 30 MPH.

Phase 2. Accommodate Private-Vehicle Commuters Displaced from Wilshire.

While some of the new Phase 1 riders will be from the private-vehicles displaced from Wilshire when the Number 2 and a portion of the curbside lane is dedicated to buses, the calculations for this Phase will assume that none were all the displaced commuters will be accommodated in this Phase.

A properly flowing lane on streets which shares “green” time with cross streets can carry [discharge past a point] a maximum of about 700 cars and/or small trucks per hour if all have to stop at three-phased traffic signals. This equates to about 840 passengers per hour at 1.2 passengers per private vehicle.

However, flow on Wilshire is unstable which reduces its carrying capacity. At today’s average travel speed of 3 MPH, capacity is reduced to about 530 vehicles or about 630 passengers per hour for lanes other than curbside.

In heavy pedestrian areas, such as on Wilshire, curbside lanes carry only about one-half as much through traffic due to the delays of right-turning vehicles. Therefore the curbside lane is probably carrying only about 320 passengers per hour, for a total of about 950 passengers per hour per direction in the two lanes in question.

These 950 passengers can be accommodated (seated) by adding 15, 64-passenger bus trips per direction, or 30 bus trips total if demand is equal in both directions, or if an equal number of bus trips is needed each direction for route balance.

Phase 2 achieves several benefits:

- All commuters displaced by dedicating lanes to buses are now accommodated.
- The alternate streets in the corridor are no longer impacted, as they will be under Metro’s current set of options.

Phase 3. Expand Wilshire’s Carrying Capacity by 200%.

Based on the Turning Movements listed in the Traffic Study and the fact that private vehicles planning to turn right have almost two full blocks to make the transition from their travel lane(s), through the Bus Lane, to the curbside lane, I believe that buses could be run at 20-second headways in the Bus Lane. This would be a mix of Local, Limited and Express buses. Therefore a maximum of 180 bus trips could be scheduled per hour per direction [3600 seconds per hour / 20 seconds per bus] if signals are timed for continual flow, or about 90 bus trips per hour if all buses stop at all traffic signals and get only 50% of green time each hour. (The real number may be slightly less due to deceleration, and acceleration time.)

90 64-passenger bus trips (using the lower number) can carry 5,760 passengers [past a point] per hour per direction. This is five (5) times more than the 950 being carried in those two lanes today by private vehicles. If those two lanes carry 50% of the commuters currently on Wilshire, then adding 60 more bus trips to the approximately 30 running now and in Phase 2 would increase Wilshire’s overall carrying capacity by 200%. [50% + 50% x 5 = 300%, 300% x 60 / 90 = 200%]

Will 90 bus trips fit in one lane on Wilshire each hour? The answer is “Yes,.. easily”. While the number of cars and small trucks a lane can carry is about 700 per hour on shared-time streets, one lane can carry a maximum of about 175 bus trips per hour [700 / 4 (the Passenger Car Equivalent for a bus)]. A lane with 90 bus trips would have a Volume to Capacity ratio of 0.51 [Volume = 90 bus trips,

Capacity = 175 bus trips maximum]. Using LADOT's scheme of assessing a street performance, this equates to a Level of Service grade of "A". (Wilshire is currently running at LOS "F".)

Let me summarize the above as follows:

If 20 second headway would be sufficient to allow private vehicles to move from the private-vehicle through lane(s) through the bus lane to reach the curb-side right-turn lane, then

- A maximum of 180 bus trips per hour of "green" per direction could be scheduled if signals are timed for continuous flow, or a maximum of 90 bus trips per hour buses get on 50% green time per hour.
- 90 64-passenger bus trips per hour can carry 5,760 seated passengers per hour per direction.
- That same lane is currently carrying only about 630 passenger per hour in private vehicles.
- Curb-side lanes carry about half that due to delays of right-turning traffic, or about 320 commuters per hour.

So the two lanes that today carry only 950 [630 + 320] commuters per hour per direction in private-vehicles due to congestion, could carry 5,760 commuters per hour if the Number 2 lane is dedicate to buses and the curb-side lane used for bus load/unloading, bicycles and right-turning vehicles of all types. **That's a five (5) fold or 500% increase in the passenger carrying capacity of those two lanes over private vehicles, and a two (2) fold or 200% increase in the overall carrying capacity of the private vehicles and buses currently on Wilshire Boulevard. Furthermore the average travel speed could be close to 30 MPH, 10 times what it is today** (or what it will be after all the already-approved-but-not-yet-built land development projects are completed and occupied). Imaging going between Santa Monica and Downtown L.A. during "Rush Hour(s)" in only 15 minutes, rather than the hour or so it takes today. The increased travel speed of the Number 2, verses the curbside lanes means that fewer buses will have to be purchased in order to add the additional 60 trips. Express buses should be able to make two round trips each hour.

So how do you pay for the additional buses? In 2007, I proposed a set of changes to LADOT's traffic study and mitigation practices which called for all development projects, regardless of size, to pay a fee to cover the cost of expanding mass transit to accommodate any of their added trips which the developer could not cause to be accommodated at LOS D or E, depending on the street, via developer-provided roadway/intersection enhancement. No "Insignificant Impact" escapes! No type or size of development exclusions! (Today, developers can build up to 105 general-market condos or 525 "Senior Living" condos and not pay a dime toward mitigating the traffic impacts of their projects.)

I proposed that the transit expansion fee be sufficient to cover the capital and first-year "start-up" operational cost of that portion of a bus seat required to accommodate each new commuter added by each development project. The fee would have been about \$7,500 per new commuter added. Since L.A. condos typically require two incomes to purchase, the fee for each new condo, whose trips could not be accommodate on City streets at satisfactory Levels of Service, would have been close to \$15,000 per condo.

Had this policy been in effect County-wide in 2006, it would have generated \$190 million for transit expansion. Last year I discovered that the San Francisco County Transportation Authority is implementing a program very similar to my 2007 proposal.

Metro could easily cover the cost of the 90 new bus trips mentioned above, plus speed the completion of the Expo light rail line and other rail lines by implementing a transit expansion fee program similar to the above as its Congestion Management program. Details of my proposal and/or the San Francisco County Transportation Authority program are available on request.

All of the above is from a layman's perspective. I am not a professional traffic or transit engineer. The actual results to be achieve will probably vary from the rough calculations above. However, I believe the above is close to reality and hope it is enough to spark you interest in doing a thorough study of this option.

QUESTIONS:

Was the option of dedicating the Number 2 lane, rather than the curb-side lane, considered?

If so and ruled out, why?

If not, will Metro expand the project study to consider this option? If not, why?

Sincerely,
Bill Pope

COMMENT LETTER NO. 104
Pope, Bill, Member
Council District 11 Transportation Committee

Response to Comment No. 104-1

Based on the implementation of the Wilshire/Whittier Metro Rapid in June 2000, bus travel times were reduced by an average of 29% and transit ridership increased by almost 40%. A passenger survey conducted following the implementation of the Wilshire/Whittier Metro Rapid indicated that one-third of the ridership increase was from those new to public transit. In consideration of comments received during the public review of the Draft EIR/EA, LACMTA and LADOT are considering Alternative A (Truncated Project Without Jut-Out Removal) as the preferred alternative. Accordingly, LACMTA and LADOT staff are recommending adoption of this alternative to the LACMTA Board, the Los Angeles City Council, and the Los Angeles County Board of Supervisors. Currently, it can take buses approximately 48 to 52 minutes on Metro Rapid Line 720 to travel along Wilshire Boulevard between Park View Street and Centinela Avenue in the a.m. peak. It can take approximately 48 to 65 minutes during the p.m. peak. Not only would the bus lanes help improve bus travel times but, more importantly, service reliability would be improved as well since travel times would remain relatively constant over time due to the bus lanes' separation from mixed-flow traffic. The bus lanes would also benefit Local Line 20, which operates 29% slower (on average) than the Metro Rapid Line 720 during peak hours. Based on the speed improvements experienced with the Metro Rapid Program to date, one-way bus passenger travel times are expected to improve by up to 15 minutes.

Response to Comment No. 104-2

The analysis of project impacts is consistent with LACMTA and City of Los Angeles guidelines and the CEQA guidelines. Mitigation measures were reviewed and approved by the LADOT and are consistent with CEQA guidelines in reducing the proposed project's impact to a level considered less than significant.

Response to Comment No. 104-3

In the fall of 2009, there was a 30-day public scoping period for the Wilshire BRT Project that included four public scoping meetings. It was during this time that the public was asked to present ideas and concerns that should be taken into consideration as the plan is initiated, including other alternatives. It was during this time that any other alternatives to be evaluated should have been raised.

Response to Comment No. 104-4

Please refer to Master Response No. 12 regarding the bus speeds between Comstock Avenue and Westwood Avenue.

Response to Comment No. 104-5

Standard lane capacity is 500 vehicles per hour. Therefore, assuming that the formula set out by the commenter is correct, the number of vehicles that would be displaced by the proposed project is 500 per hour, and the maximum number of commuters that would be displaced is 600 per hour. However, the assumptions that underlie the projected displacements does take into consideration the expected 15% to 20% increase in bus ridership and the decrease in vehicles that would result from the proposed project. As such, it is anticipated that the net effect on the number of commuters and commuter vehicles that would be displaced by the proposed project would be insignificant. In addition, curb lanes typically carry approximately 50% fewer vehicles than other lanes because of side friction.

Response to Comment No. 104-6

Please refer to Master Response No. 10 regarding the anticipated shift of riders from automobiles to public transit.

Response to Comment No. 104-7

As this comment does not state a concern or a question regarding the adequacy of the analysis in the Draft EIR, no further response is warranted.

Response to Comment No. 104-8

The analysis of project impacts is consistent with LACMTA and City of Los Angeles guidelines and the CEQA guidelines. Mitigation measures were reviewed and approved by the LADOT, and are consistent with CEQA guidelines in reducing the proposed project's impact to a level considered less than significant. Standard traffic engineering methodologies contained in the *Highway Capacity Manual* were used for calculating vehicle delay.

Response to Comment No. 104-9

The planning effort for a project includes a process known as public scoping. It is during this time that the public is asked to present ideas and concerns that should be taken into consideration as the plan is initiated, including other alternatives. In fall 2009, a 30-day public comment period was held including, four public scoping meetings for the Wilshire BRT Project. It was during this time that any other alternatives to be evaluated should have been raised. An alternative that leaves only one through lane for mixed-flow traffic would be expected to have more significant traffic impacts than the proposed project.

Response to Comment No. 104-10

Please refer to Response to Comment No. 104-7.

Response to Comment No. 104-11

Please refer to Response to Comment No. 104-3.

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August 26, 2010

Martha Butler
Wilshire BRT Project Manager
Metro
One Gateway Plaza 99-23-1
Los Angeles, CA 90012

Dear MTA,

On behalf of the Labor/Community Strategy Center and the Bus Riders Union, we are writing to input our concerns and recommendations for the Draft Environmental Impact Report/Environmental Assessment for the Wilshire BRT Project. We would like to first commend the progress of this project thus far, in particular the work of the MTA and L.A. City staff to review in detail with the public and various stakeholders of the results of this draft report.

The LCSC and BRU are in support of the full 9.6 mile Wilshire BRT Project as proposed, from Valencia to Centinela. We also support some of the measures in Alternative A proposed in the June 2010 Draft EIR/EA--specifically on the proposal to retain the sidewalk jut outs in Westwood Comstock Hill area and investing the savings from not doing the removal to repair other segments of Wilshire Blvd.

We would like to propose that MTA and LADOT consider amending Alternative A or proposing Alternative A-2 that includes the Valencia to Parkview segment back into the Wilshire BRT project. The inclusion of the Valencia to Parkview segment is critical to the Wilshire BRT Project because of the following:

1. It includes Alvarado Blvd. which is a major thoroughfare where multiple transit lines connect and intersect, including the line 200 (runs through Alvarado connecting Downtown to Sunset Blvd), Red/Purple Line stop, 603, commuter express, and more. Alvarado also has the highest volume of passenger boardings on the 720 than anywhere else in the corridor. It deserves high level of prioritization on the street to continue to encourage folks who are not driving and contributing to the congestion at Wilshire/Alvarado intersection to use transit. Bus-only lanes in the portion of the corridor are necessary to make the entire project effective.
2. The Westlake/MacArthur Park residents and business community have been most vocal and supportive of this project for the last 5 years. Residents in this area are highly transit dependant. More than anything this community has breathed in the bad air quality resulting from years of traffic passing through their neighborhood. The community needs real transit investment and policies that enhance their neighborhood's livability not only use it as a pass through zone for commuters going from downtown towards western parts of Los Angeles. Dedicating 50% of the road capacity to buses is worthy if most of the residents are using transit and want more alternatives to auto.

3. The Pico-Union/Westlake MacArthur Park neighborhoods have suffered under-investment for decades. The expansion of the bus-only lane project will represent an economic development stimulus to the entire neighborhood. A high concentration of small businesses are located near or around Alvarado-Valencia, and having access to bus-only lanes will enhance property values and commerce within the section of the corridor.

2

Over the course of 5 years of organizing, we've outreached to hundreds of community residents and to over 100 businesses in the Westlake/MacArthur Park/Pico Union Area. They have been vital stakeholders to this project and would like to continue to be relevant in the planning and implementation of this project as you will see in the public comment cards we've helped collect. We support the project and but ask the MTA staff to seriously consider serving the Alvarado-Valencia area with bus-only lanes, and to consider the multiple benefits that providing this service will generate for bus riders, local businesses, and residents of this community.

3

We look forward to the Final EIR/EA for the Wilshire BRT and hopefully the opening of this project by 2012.

Sincerely,



Francisca Porchas
Lead Organizer
Bus Riders Union



Sunyoung Yang
Lead Organizer
Clean Air Clean Lungs Clean Buses Campaign

COMMENT LETTER NO. 105
Porchas, Francisca, Lead Organizer
Bus Riders Union

Response to Comment No. 105-1

This commenters' support the proposed project and urges adoption of Alternative A with the inclusion of the segment between Valencia Street and Park View Street; the comment has been noted and will be forwarded to the decision makers for their consideration.

Please refer to Master Response No. 7 regarding the request to include the segment between Valencia Street and Park View Street in Alternative A.

Response to Comment No. 105-2

This segment of Wilshire Boulevard has two lanes in each direction and no median. The installation of bus lanes in each direction on Wilshire Boulevard in this area would require converting one mix-flow lane, in each direction, into a bus lane, thereby leaving only one mix-flow lane in each direction. Studies show that removing one mix-flow lane in each direction would have severe adverse traffic impact that would extend easterly to Broadway and westerly to Vermont Avenue.

Response to Comment No. 105-3

The commenters' support has been noted and will be forwarded to the decision makers for their consideration.

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LETTER 106

From: feedback@metro.net
Sent: Monday, July 19, 2010 10:30 AM
To: WilshireBRT
Subject: [Metro.net] customer comment

Comment from

First Name: Derek
Last Name: Powell
Email: derepowell@att.net
Phone:
URL:

I believe the BRT study funds would be better allocated in extending the Red Line/Purple Line further east. I remember the pilot program on the Westside and it created more traffic by removing a vital lane at rush hour.

COMMENT LETTER NO. 106
Powell, Derek

Response to Comment No. 106-1

This commenter opposes the proposed project; the comment has been noted. As this comment does not state a concern or a question regarding the adequacy of the analysis in the Draft EIR, no further response is warranted. However, the comment will be forwarded to the decision makers for their review and consideration.

Please refer to Master Response No. 4 regarding the differences between the proposed project and the Bus Lane Demonstration Project.

LETTER 107

From: jreichmann [jreichmann@sbcglobal.net]
Sent: Wednesday, July 21, 2010 5:33 PM
To: WilshireBRT
Cc: 'Mark Davis'; 'Councilman Paul Koretz'
Subject: Comments re BRT

Importance: High

Wilshire Bus Rapid Transit (BRT) DEIR Comments July 21, 2010

To: Martha Butler, Project Manager LA County Metropolitan Transportation Authority

From: Jan Reichmann, President Comstock Hills HOA
1429 Comstock Avenue
Los Angeles, Ca. 90024
jreichmann@comstockhills.com

I support NO PROJECT between Comstock Avenue and Glendon Avenue for the following reasons:

- The 2001 FEIR shows the area between Beverly Hills and Westwood Blvd. has the **fastest travel times of any segment along the (Wilshire) corridor**. Making proposed changes to create a bus lane during peak hours will create a problem that does not currently exist. | 1
- The FEIR states “peak period transit lane would only be implemented **if supported by the local jurisdiction.**” Clearly those living along the Wilshire Corridor and adjacent neighborhoods have spoken against this proposed change. | 2
- That same FEIR under the heading “*Westwood*” states: “**This segment of Wilshire Blvd (bet. Comstock and Selby Ave.) is the only segment of Wilshire Blvd. 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.**” This is important and cannot be disregarded. | 3
- Currently, buses travel at accelerated speeds making it **dangerous for pedestrians** to cross Wilshire at Comstock to walk to the park. Also, many pedestrians cross Wilshire at Beverly Glen Blvd. to attend synagogues. It would also pose **an extreme danger to cyclists** if they ventured into the fast moving bus lane. Promising cyclists a new lane shared by buses is an insincere move to gain their support. | 4
- Several churches and synagogues located on Wilshire operate **nursery schools**. Fast moving buses cause a danger in areas where people drop off children. A new nursery will soon be open at the Sephardic Temple. With buses often traveling 40-50 mph, accidents are a real risk. | 5
- With nearly 100 **parking spaces eliminated** from 7 a.m. – 9 a.m. and 4 p.m. -7 p.m., vehicles servicing the high rise condos will have nowhere to stop. | 6
- **This segment of Wilshire Blvd. is the ONLY residential corridor** of the proposed BRT. Omitting it from the BRT will in no way hurt the rest of the project. | 7

For all the above reasons, I urge you to eliminate the BRT project from Comstock to Glendon. | 8

COMMENT LETTER NO. 107

Reichmann, Jan

Response to Comment No. 107-1

Please refer to Master Response No. 12 regarding the bus speeds between Comstock Avenue and Westwood Avenue.

Response to Comment No. 107-2

The commenter's opposition to the proposed project is noted and will be forwarded to the decision makers for their consideration.

Response to Comment No. 107-3

Please refer to Master Response No. 8 regarding the exclusion of the segment between Comstock Avenue and Veteran Avenue from the proposed project and Master Response No. 12 regarding the bus speeds between Comstock Avenue and Westwood Avenue.

Response to Comment No. 107-4

Please refer to Master Response No. 12 regarding the bus speeds between Comstock Avenue and Westwood Avenue and Master Response No. 15 regarding the impacts of bus speeds on churches and schools.

Response to Comment No. 107-5

Please refer to Master Response No. 12 regarding the bus speeds between Comstock Avenue and Westwood Avenue, Master Response No. 14 regarding pedestrian safety, and Master Response No. 15 regarding the impacts of bus speeds on churches and schools.

Response to Comment No. 107-6

Please refer to Master Response No. 6 concerning removal of on-street parking, and Master Response No. 5 concerning access to residential buildings along Wilshire Boulevard between Comstock Avenue and Malcolm Avenue.

Response to Comment No. 107-7

Please refer to Master Response No. 8 regarding the exclusion of the segment between Comstock Avenue and Veteran Avenue from the proposed project.

Response to Comment No. 107-8

The commenter's opposition to the proposed project is noted and will be forwarded to the decision makers for their consideration.

Officers

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Robin Stevens
Leslie Vermut
David Wilson*

July 22, 2010

Martha Butler, Project Manager
LACMTA
One Gateway Plaza, Mail Stop 99-23-1
Los Angeles, CA 90012

Re: Comments on DEIR/EA for Bus Rapid Transit Project on Wilshire Blvd.

Dear Ms. Butler:

I am writing on behalf of the Brentwood Homeowners Association, which represents approximately 3500 single-family residents north of San Vicente between the 405 and Brentwood Park or Canyon View on the west. 1

We are very concerned that the DEIR for the Wilshire BRT failed to study the impacts of implementing the Wilshire BRT in the Brentwood area, and **we request that a new DEIR be prepared that covers Brentwood.** The map "Traffic Study Intersections" that was distributed as part of the Public Hearings for the Draft EIR/EA showed "Traffic Study Intersections" as blue dots and NONE were in Brentwood north of Wilshire, despite statements by the LADOT a few years ago that it had done studies showing the trial bus lane project impacted parallel streets north of Wilshire. At a minimum, the DEIR should address the traffic impacts on Montana Avenue, San Vicente Blvd., Sunset Blvd. west of the 405 freeway, Barrington Avenue north of Wilshire and Bundy Drive north of Wilshire. It should also address the impact on the intersections in Brentwood, including Sunset/Kenter, Sunset/Bundy, Sunset/Barrington, Sunset/405/Church, Montana/Bundy, Montana/San Vicente, Montana/Barrington, San Vicente/Bundy, San Vicente/Barrington, San Vicente/Bringham/Federal. The DEIR is flawed, deficient, and inadequate without the inclusion of these streets and intersections in the traffic study. 2

The DEIR is flawed, deficient, and inadequate because the traffic study found that the Wilshire/Bundy intersection would be impacted and unmitigated, and yet no intersection north of Wilshire/Bundy was included in the study in order to determine how far north there would no longer be an impact. 3

The DEIR is flawed, deficient, and inadequate because it does not set out the time gained and lost for buses and cars between Centinela and Bundy, Centinela and Federal, Centinela and the 405, and Centinela and Beverly Hills. Whether or not required by LADOT traffic study methodology, these time/distance studies are necessary in order that the public and the decision-makers can accurately make a judgment about the true benefits for people movement. LADOT has the software to easily compute this information, and did not hesitate to use it when LADOT was proposing to widen Sunset between Barrington and the 405 and wanted to demonstrate how much time would be saved by driving between those two points. The DEIR must include this useful, informative, and essential information. 4

The scoping comments included the comment that an alternative that should be studied is stopping the bus lane on the east side of Beverly Hills. The DEIR is flawed, deficient, and inadequate because it did not include this alternative. Beverly Hills has opted out of the Wilshire BRT, and the reality of Wilshire in Beverly Hills makes it reasonably certain that Beverly Hills will never change its mind. Santa Monica is also not part of the Wilshire BRT. Hence, since the 2.6 miles in Beverly Hills is not part of the project, the DEIR should have included an alternative that separately studied the alleged benefits vs. the adverse impacts of the 3.8-mile segment between Beverly Hills and Centinela.

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We have reviewed the letter prepared by the Brentwood Community Council and agree with its issues and recommendations. In particular:

- We are concerned that trial bus lane projects that were previously conducted in 2004 and 2006 in our area led to gridlock, and that has not been addressed in the DEIR. Metro should include the results of these trials in the DEIR and should explain how it proposes to mitigate the impacts of traffic this time if the DEIR is implemented.
- We believe that the DEIR should include data on:
 - a) the improved speed of buses in the area west of the 405;
 - b) projections on how many more people will be encouraged to take the bus as a result of implementing dedicated bus lanes and what the total ridership in our area is projected to be with and without the bus lane;
 - c) the increased travel time for cars during peak hours when the bus lanes are in place and the number of drivers impacted,
 - d) air pollution impacts from having cars sit in traffic longer vs. reductions from encouraging more people to take the bus .

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We note that the DEIR should address these data points for the area west of the 405 separately than for the rest of the bus lane since our area is not contiguous to the rest of the bus lane in Alternative A which appears to be the preferred Alternative.

- We ask that the project review the impact of implementing bus lanes only in the westbound direction in the AM peak and the eastbound direction in PM peak as this reflects the traffic patterns in the area, and **bus lanes in both directions are not necessary.**
- We ask that the concerns raised by business owners on Wilshire Blvd. during previous bus lane trials be addressed as well.
- We are fully supportive of the proposals to improve signal timing, to add a left turn lane at Barrington, and to lengthen the left turn lane eastbound at Sepulveda (although we believe that this last change is already being implemented during the 405 freeway widening), and to fix curbs and pave streets. We would like to know how many of the benefits can be realized from these changes alone and without adding in dedicated bus lanes in our area. In other words, all these items that are deemed mitigations of the adverse impacts of the bus lane on autos could be easily done independently of implementing bus lanes, and therefore should be included in the DEIR as an alternative with the associated costs of only these “mitigations.” The Wilshire BRT Project “Goals and Objectives” (improve bus times and reliability, improve traffic flow along Wilshire, and repave the curb lanes) would all be

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realized solely by implementing an alternative that included the “mitigations” without the bus-only lane, and at no greater cost. The DEIR should study such an alternative.

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- We ask that **No Wilshire BRT be implemented until after the 405 freeway widening project is completed**, as that project is already causing many disruptions at Wilshire Blvd., San Vicente, and Sunset Blvd. Any recommendations in the DEIR should take into account the changes being made to the 405 freeway on/off ramps at Wilshire and Sunset.

10

- We ask that Metro review its recommendation to decrease the sidewalk width between Barrington and Federal in light of the large number of University High School students who take the bus from Barrington (which we note is earlier than 4 pm in the afternoon so that they will not benefit from this project.)

11

- We ask that the DEIR take into account many other large projects west of the I-405, and a new DEIR be prepared that incorporates the impacts from these projects:
 - Two of the four corners of Barrington and Wilshire are currently vacant. A large project is already in the works for the northeast corner, and we are waiting to hear what is going to be proposed for the southeast corner;
 - The Bundy Village EIR (proposed for the corner of Bundy Drive and Olympic Blvd.) We note that the left turn mitigation proposed for Barrington and Wilshire in this DEIR is the same one that is proposed in the Bundy Village FEIR, and question how many times the City can give credit for the same mitigation recommendation.
 - We understand that a project is pending for the southeast corner of Bundy and Wilshire.
 - Centinela Avenue is the eastern border of Santa Monica, and many large projects are proposed in Santa Monica just west of Centinela.
 - The “Casden project” (Sepulveda and Pico) was not included even though Sepulveda/Pico, Westwood/Pico, and Overland/Pico are all listed as significantly impacted intersections from the Wilshire BRT.
 - Metro Westside Subway Extension- While the extension of the subway will not reach Brentwood for many years, it will impact the points further east much sooner. It is likely that lanes on Wilshire will be reduced during the construction phase, and this should definitely be taken into account in any analysis of the Wilshire BRT.

12

Thank you for addressing our concerns. BHA would like to make sure that any projects that are proposed appropriately weigh the potential benefits against the potential negative impacts on what is already a gridlocked area.

13

The current DEIR is inadequate as it addresses neither the benefits nor the issues of concern in our area that would be caused by the Wilshire BRT. BHA cannot support the Wilshire BRT until a DEIR is prepared that addresses the impacts on Brentwood and that demonstrates the benefits of implementing the Wilshire BRT west of the 405.

Sincerely,



Robert Rene
President, on behalf of the Board

COMMENT LETTER NO. 108

Rene, Robert

Response to Comment No. 108-1

Comment noted.

Response to Comment No. 108-2

Please refer to Master Response No. 1 for an explanation of how study intersections on these streets were identified.

Response to Comment No. 108-3

Please refer to Master Response No. 1 for an explanation of how study intersections on these streets were identified.

Response to Comment No. 108-4

Currently, it can take buses approximately 48 to 52 minutes on Metro Rapid Line 720 to travel within the project limits in the a.m. peak. It can take approximately 48 to 65 minutes during the p.m. peak. Not only would the bus lanes help improve bus travel times but, more importantly, service reliability would be improved as well since travel times would remain relatively constant over time due to the bus lanes' separation from mixed-flow traffic. The bus lanes would also benefit Local Line 20, which operates 29% slower (on average) than the Metro Rapid Line 720 during peak hours. A one-way time savings of up to 15 minutes is expected in end-to-end bus travel time. All of the cumulative savings along each segment of Wilshire Boulevard would result in significantly improved passenger travel times and service reliability.

LADOT conducted a study in 2007 of end-to-end bus lanes and their "opening day" impacts and benefits. The results were reported in LADOT's April 2007 report to the Los Angeles City Council Transportation Committee. The "opening day" conditions included a 33% increase in car travel time and a 24% decrease in bus travel time, averaged over the entire route (before any mode shift to transit or diversion to other streets.)

Response to Comment No. 108-5

Please refer to Master Response No. 8 regarding the exclusion of the segment between Comstock Avenue and Veteran Avenue from the proposed project.

Response to Comment No. 108-6

The letter from the Brentwood Community Council is included as Letter 77. Please refer to Response to Comment Nos. 77-1 through 77-35.

Response to Comment No. 108-7

Please refer to Master Response No. 8 regarding the exclusion of the segment between Comstock Avenue and Veteran Avenue from the proposed project and Master Response No. 12 regarding the bus speeds between Comstock Avenue and Westwood Avenue.

Response to Comment No. 108-8

Please refer to Master Response No. 4 regarding the differences between the proposed project and the Bus Lane Demonstration Project.

Response to Comment No. 108-9

We recognize that many of the improvements included in the Wilshire BRT Draft EIR/EA can be implemented without removing two lanes of Wilshire Boulevard during peak periods; however, it is the implementation of bus lanes along Wilshire Boulevard that would provide the greatest benefit to transit and encourage more riders.

Please refer to Response to Comment No. 17-21 for further discussion of the City's transportation systems management. LADOT has long recognized the benefits of transportation systems management, and has made major commitment to the continuing development and improvement of the City's transportation infrastructure and networks, by modifying traffic signal timing and adding left-turn lanes/phases where warranted, and investing in new technologies. However, these measures alone cannot and will not ensure a sustainable long-term transportation infrastructure or adequately address future traffic ambient growth in the City because motor vehicles trips will continue to grow. Therefore, a viable long-term transportation management system must include an efficient and reliable transit infrastructures that is capable of moving high volumes of people, not just automobiles. Unfortunately, land-use, right-of-way, and financial constraints often make the goal of constructing new transit facilities, outside of the existing transportation infrastructure, infeasible. In those instances, transit facility, such as the proposed project, must share the City's limited transportation resources with other modes.

Response to Comment No. 108-10

LACMTA staff have consulted with those responsible for the I-405 HOV Lane Project and have been informed that most work associated with that project would take place on the on/off-ramps themselves. LACMTA will continue this coordination with the I-405 HOV Lane Project staff. During construction of the Wilshire BRT Project, traffic plans will be prepared by both the City and County of Los Angeles to ensure that impacts are minimized.

Response to Comment No. 108-11

The majority of sidewalks within the Wilshire BRT Project area would be unaffected by the proposed project. The only affected segments are between

Bonsall Avenue and Federal Avenue within the County of Los Angeles and between Federal Avenue and Barrington Avenue in the City of Los Angeles, where actual street widening is being proposed. Within the segment between Bonsall Avenue and Federal Avenue, sidewalk widths would remain at a minimum of 10 feet. Within the segment between Federal Avenue and Barrington Avenue, sidewalks would remain at a minimum of 8 feet wide. This sidewalk width of 8 feet would allow for easy pedestrian movement and accessibility. There are also pedestrian plazas and other open areas adjacent to the sidewalk at bus stops.

Response to Comment No. 108-12

Please refer to Master Response No. 3 for an explanation of the development of future traffic forecasts and the inclusion of development projects.

Response to Comment No. 108-13

The comments have been noted and will be forwarded to the decision makers for their consideration.

LETTER 109

Fname

Stephen

LName

Resnick

Org

Westwood Homeowners Ass...

Email Address

Date

Jun 23, 2010

Format

email

File Name

resnick.stephen.062310

Summary

Would like the comment period extended.

Comment

On behalf of the 3000 members in my association, I wish to state that we support Carol Spencer's email below. Please add these comments to the EIR file and any other files or data for the BRT project.

1

**COMMENT LETTER NO. 109
Resnick, Stephen**

Response to Comment No. 109-1

This commenter opposes the proposed project; the comment has been noted. As this comment does not state a concern or a question regarding the adequacy of the analysis in the Draft EIR, no further response is warranted. However, the comment will be forwarded to the decision makers for their review and consideration.

LETTER 110

Fname

Richard

LName

Risemberg

Org

Email Address

rickrise@earthlink.net

Date

Jun 10, 2010

Format

email

File Name

risemberg.richard.061010

Summary

Supports the preservation of bicycle access along Wilshire Boulevard. Bus/Bicycle shared lanes are a safer alternative.

Comment

I urge you to include provision for bicyclists when you do this project. Shared bus/bike lanes have worked very well in many other countries; in Germany surveys taken a year or more after their establishment show far fewer bike/motor vehicle accidents than in general lanes. Furthermore, Los Angeles already has several short shared bus/bike lanes downtown--I regularly ride the one on Spring St. Wilshire is uncomfortable for rush-hour cycling right now yet is the only through route from Mid-City to the Westside between Sunset and Olympic, both of which are also uncomfortable.

**COMMENT LETTER NO. 110
Risemberg, Richard**

Response to Comment No. 110-1

Bicycles will be allowed by right to operate in the bus lanes per the Los Angeles Municipal Code. The bus lanes will be posted with “Bike Ok” signage.

LETTER 111

Fname

Raymond

LName

Rodriguez

Org

Email Address

raymondrodriguezhangka@...

Date

Jul 4, 2010

Format

email

File Name

rodriguez.raymond.070410

Summary

Not relevant to the study

Comment

I am a frequent rider of the metro rail system and I do have a disabled bus/rail I.D.. When transferring from the blue line to the red line the indicator is a television/computer monitor telling you where to board. This is not easy to see in the dark rail station. Maybe you should use neon directionals or large screen red digital panels indicating where to board. You see, I am not only mentally incapacitated but I suffer from 3 forms of blindness. Now I know this isn't a "class action" recommendation but something must be done because I dont want to miss my train when traveling from south L.A. to Hollywood. Please email me concerning this complaint.

1

**COMMENT LETTER NO. 111
Rodriguez, Raymond**

Response to Comment No. 111-1

This comment is related to the Metro rail system and is not relevant to the Wilshire BRT project. As this comment does not state a concern or a question regarding the adequacy of the analysis in the Draft EIR/EA, no further response is warranted. However, the comment will be forwarded to the decision makers for their review and consideration.

LETTER 112

From: feedback@metro.net
Sent: Monday, July 12, 2010 1:11 PM
To: WilshireBRT
Subject: [Metro.net] customer comment

Comment from

First Name: Eric
Last Name: Romann
Email: ericromann@gmail.com
Phone:
URL:

I am writing to support Metro's Draft EIR for the Wilshire BRT. I regularly ride the 720 on Wilshire from my home in Koreatown to downtown and back and I strongly encourage the MTA and the City Council to adopt Alternative A that includes the stretch from Valencia to Park view Streets. Excluding the BRT from this section would substantially slow down the speed of bus travel and significantly reduce the effectiveness of the BRT. Also, I strongly encourage Metro and the City Council to avoid any further delay in the process of implementing the Wilshire BRT. Thank you for your attention to my concerns.

**COMMENT LETTER NO. 112
Romann, Eric**

Response to Comment No. 112-1

This commenter supports the proposed project and urges adoption of Alternative A with the inclusion of the segment between Valencia Street and Park View Street; the comment has been noted and will be forwarded to the decision makers for their consideration.

Please refer to Master Response No. 7 regarding the request to include the segment between Valencia Street and Park View Street in Alternative A.



BILL ROSENDAHL

City of Los Angeles
Councilmember, Eleventh District

Committees

- Chair, Transportation
- Vice Chair, Trade, Commerce & Tourism
- Member, Budget & Finance
- Member, Ad Hoc on Economic Recovery & Reinvestment
- Member, Board of Referred Powers

July 26, 2010

Martha Butler
 Project Manager
 LACMTA
 One Gateway Plaza, Mail Stop 99-23-1
 Los Angeles, CA 90012

RE: Comments on DEIR/EA for Wilshire Bus Rapid Transit Project

Dear Ms. Butler:

Thank you for the opportunity to review and provide comment on the Draft Environmental Impact Report/Environmental Assessment (EIR/EA) for the Wilshire Bus Rapid Transit Project. The gridlock we experience in the City of Los Angeles on a daily basis has reached critical levels. We can no longer rely on building out our roadways to create more capacity for the single-passenger vehicle but must find cost-effective, innovative ways to more efficiently move people. Moving people, not cars, has to be our focus. I am thankful that Metro is leading the way in identifying new solutions.

Over the last several years we have had a number of project updates in Transportation Committee, which I currently chair, as the Wilshire Bus Rapid Transit project took shape. On numerous occasions I praised Metro's efforts and voiced support for the project. However, the current draft EIR/EA lacks information that would help inform the public and guide the deliberations of the decision makers on this project.

Intersections north of Wilshire Boulevard and west of the I-405 Freeway apparently were not analyzed in the Draft EIR/EA.

In order to make informed decisions, full disclosure of the potential impacts of a project needs to be provided to the public and decision makers. The omission of any major study intersections north of Wilshire Boulevard and west of the I-405 freeway suggests either an error in judgment or a lack of transparency in the process. Even if it is ultimately not required by CEQA, it is in all our interests to fully disclose any and all project related impacts. In the interest of maintaining the public's trust, I urge Metro to include the study of all major intersections north of Wilshire Boulevard and west of the I-405 freeway, including but not limited to:

1

2

Westchester Office
 7166 W. Manchester Boulevard
 Westchester, CA 90045
 (310) 568-8772
 (310) 410-3946 Fax

City Hall
 200 N. Spring Street, Room 415
 Los Angeles, CA 90012
 (213) 473-7011
 (213) 473-6926 Fax

West Los Angeles Office
 1645 Corinth Avenue, Room 201
 Los Angeles, CA 90025
 (310) 575-8461
 (310) 575-8305 Fax



- Sunset/Kenter Avenue
- Sunset Blvd/Bundy Drive
- Sunset Blvd/Barrington Avenue
- Sunset Blvd/Barrington Place
- Sunset Blvd/I-405/Church Lane
- Sunset Blvd/Carmelina Avenue
- Montana Ave/Bundy Drive
- Montana Ave/San Vicente Boulevard
- Montana Ave/Barrington Avenue
- San Vicente Blvd/Gorham Avenue
- San Vicente Blvd/Bundy Drive
- San Vicente Blvd/Barrington Avenue
- San Vicente Blvd/Bringham Avenue

2

Potential project benefits not quantified in the Draft EIR/EA.

While the Draft EIR/EA does provide a description of how a bus lane can provide benefits (ie: improved bus passenger travel times, improved bus service reliability, encouraging the shift to transit etc.), it provides no quantified benefits specific to this project. An April 19, 2007 LADOT Report on the Wilshire Boulevard Bus Lane disclosed and quantified a number of potential project benefits including but not limited to: Bus Travel Time, Bus Average Speed and Bus Level of Service. In addition, estimates were made with an expected 5% mode shift and with no mode shift. Whether or not required by CEQA, quantified project impacts and benefits need to be presented to the public.

3

Thank you again for the opportunity to provide these comments. I look forward to receiving Metro's response to these comments as we move towards the public hearing process.

Regards,



BILL ROSENDAHL
Councilmember 11th District

COMMENT LETTER NO. 113
Rosendahl, Bill, Councilmember
City of Los Angeles Council District 11

Response to Comment No. 113-1

Comment noted. Please refer to Response to Comment Nos. 113-1 and 113-2 for additional information regarding traffic impacts and potential project benefits.

Response to Comment No. 113-2

Please refer to Master Response No. 1 for an explanation of how the study intersections were identified and the public participation process involved in doing so.

Response to Comment No. 113-3

The City of Los Angeles Council report of April 19, 2007, discusses the overall average daytime speed, which is currently 12.2 mph for Metro Rapid buses. It should be noted that bus speeds vary depending on the time of day and direction. End-to-end Metro Rapid bus average daytime speed would be improved to 16 mph or 32%. In consideration of comments received during the public review of the Draft EIR/EA, LACMTA and LADOT are considering Alternative A (Truncated Project Without Jut-Out Removal) as the preferred alternative. Accordingly, LACMTA and LADOT staff are recommending adoption of this alternative to the LACMTA Board, the Los Angeles City Council, and the Los Angeles County Board of Supervisors. Currently, it takes up to approximately 52 minutes on Metro Rapid Line 720 to travel along Wilshire Boulevard between Park View Street and Centinela Avenue during the a.m. peak hours. It can take up to approximately 65 minutes during the p.m. peak hours. Not only would the bus lanes help improve bus travel times but, more importantly, service reliability would be improved as well since travel times would remain relatively constant over time due to the bus lanes' separation from mixed-flow traffic. Accordingly, one-way bus travel times are expected to improve by up to 15 minutes on Metro Rapid bus service alone. The bus lanes would also benefit Local Line 20, which operates 29% slower (on average) than the Metro Rapid Line 720 during peak hours. Similarly, one-way end-to end bus travel times are expected to improve by up to 18 minutes on Local Line 20. Bus lanes are a key component of Bus Rapid Transit and are strongly supported by the Federal Transit Administration (FTA). The 2007 Council report also recognizes that the impacts from the project would diminish over time as drivers find new routes and/or switch to transit.

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LETTER 114

From: Rosenstrwn@aol.com
Sent: Sunday, July 25, 2010 12:51 AM
To: WilshireBRT; jreichmann@sbcglobal.net
Subject: re: NO PROJECT for Wilshire Blvd.

Dear WilshireBRT:

RE: Should a dedicated bus lane be created on Wiltshire Blvd. between Beverly Hills and Santa Monica?

Let's consider:

Should auto traffic be squeezed further, especially on this 1.2 mile stretch of road that includes what has been identified by the city as the "busiest intersection in LA" (Wilshire Blvd. and Westwood Blvd.)?

Should mature landscape be destroyed on one of the few beautiful boulevards in town?

Should the thousands of church and synagogue attendees, the tens of thousands of residents, the hundreds of thousands of auto commuters and local business patrons be negatively impacted by speeding busses?

Should the character of a lovely neighborhood be downgraded at the city's expense, ironically after the city has only recently spent millions to upgrade Santa Monica Blvd., one mile away?

NO.

Sincerely,
Strawn and Richard Rosenthal

COMMENT LETTER NO. 114
Rosenthal, Richard and Strawn

Response to Comment No. 114-1

The traffic study conducted for the Wilshire BRT Project examined impacts on traffic, recommended traffic mitigation measures, and identified traffic impacts that cannot be mitigated. Please see Master Response No. 11 regarding the removal of street trees and Master Response No. 15 regarding the impacts of bus speeds on churches and schools. As this comment does not state a concern or a question regarding the adequacy of the analysis in the Draft EIR/EA, no further response is warranted. However, the comment has been noted and will be forwarded to the decision makers for their review and consideration.

LETTER 115

From: feedback@metro.net
Sent: Monday, July 19, 2010 4:03 PM
To: WilshireBRT
Subject: [Metro.net] customer comment

Comment from

First Name: Carter
Last Name: Rubin
Email: carter.rubin@gmail.com
Phone: 310-200-1088
URL:

The implementation of Wilshire BRT is a crucial step towards increasing mobility and reducing conjection Los Angeles.

I can only hope MTA doesn't pull any punches and capitulate to naysayers and NIMBYS.

As soon as this project is finished I can only hope that:

a) You can quickly close the gaps in Beverly Hills and Santa Monica.

and

b) Implement BRT on other major boulevards, especially Santa Monica, Olympic, Pico, and Venice.

The burgeoning rail network is great, but *everyone* should have close access to truly rapid transit, and in LA I believe that will be a great network of BRT, with dedicated lanes, signal priority, etc.

Basically, the current Metro Rapid network with their own dedicated bus lanes.

WOHHOOO Let's do it!

Sincerely,

Carter Rubin

**COMMENT LETTER NO. 115
Rubin, Carter**

Response to Comment No. 115-1

This commenter supports the proposed project; the comment has been noted and will be forwarded to the decision makers for their consideration.

Please refer to Master Response No. 17 regarding the non-participation of the Cities of Beverly Hills and Santa Monica.

LETTER 116

From: Russell, David T [david.russell@csun.edu]
Sent: Friday, July 23, 2010 4:42 PM
To: WilshireBRT
Subject: Wilshire Bus Rapid Transit (BRT) NO PROJECT

Wilshire Bus Rapid Transit (BRT) DEIR Comments July 25, 2010

To: Martha Butler, Project Manager LA County Metropolitan Transportation Authority

From: David Russell

1312 Holmby Ave

Los Angeles, CA 90024

david.russell@csun.edu

I have been a resident of this area since 2002. While I usually object to NIMBY activists, I support NO PROJECT between Comstock Avenue and Glendon Avenue for the following reasons: | 1

• The 2001 FEIR shows the area between Beverly Hills and Westwood Blvd. has the fastest travel times of any segment along the (Wilshire) corridor. Making proposed changes to create a bus only lane during peak hours will create a problem that does not currently exist. | 2

• The FEIR states “peak period transit lane would only be implemented if supported by the local jurisdiction.” Clearly those living along the Wilshire Corridor and adjacent neighborhoods have spoken against this proposed change. | 3

• That same FEIR under the heading Westwood states: “This segment of Wilshire Blvd (bet. Comstock and Selby Ave.) is the only segment of Wilshire Blvd. 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.” | 4

• Currently, buses travel at accelerated speeds making it dangerous for pedestrians wishing to cross Wilshire at Comstock to walk to the public park. Also, many pedestrians cross Wilshire at Beverly Glen Blvd. to attend synagogues. It would also pose an extreme danger to cyclists. | 5

• Several churches and synagogues located on Wilshire operate nursery schools. Fast moving buses cause a danger in areas where people drop off children. | 6

· With parking eliminated from 7 a.m. - 9 a.m. and 4 p.m. -7 p.m., a problem is created for those trying to service the many condominium buildings that line Wilshire in this segment. | 7

· This segment of Wilshire Blvd. is the ONLY residential corridor of the proposed BRT. | 8

For all of the above reasons, I strongly urge you to eliminate the BRT project from Comstock to Glendon. | 9

Sincerely,
David Russell and Family (Five of Us)

David T. Russell, Ph.D.
Associate Professor of Insurance and Finance California State University, Northridge
Voice: 818.677.2438

COMMENT LETTER NO. 116
Russell, David

Response to Comment No. 116-1

This commenter opposes the proposed project; the comment has been noted.

Response to Comment No. 116-2

Please refer to Master Response No. 12 regarding the bus speeds between Comstock Avenue and Westwood Avenue.

Response to Comment No. 116-3

The commenter's opposition to the proposed project has been noted and will be forwarded to the decision makers for their consideration.

Response to Comment No. 116-4

Please refer to Master Response No. 12 regarding the bus speeds between Comstock Avenue and Westwood Avenue and Master Response No. 8 regarding the exclusion of the segment between Comstock Avenue and Veteran Avenue from the proposed project.

Response to Comment No. 116-5

Please refer to Master Response No. 15 regarding the impacts of bus speeds on churches and schools and Master Response No. 14 regarding pedestrian safety.

Response to Comment No. 116-6

Please refer to Master Response No. 15 regarding the impacts of bus speeds on churches and schools.

Response to Comment No. 116-7

Please refer to Master Response No. 5 concerning access to residential buildings along Wilshire Boulevard between Comstock Avenue and Malcolm Avenue, and Master Response No. 6 concerning removal of on-street parking.

Response to Comment No. 116-8

The comment has been noted and will be forwarded to the decision makers for their consideration.

Response to Comment No. 116-9

The commenter's opposition to the proposed project has been noted. Please refer to Master Response No. 8 regarding the exclusion of the segment between Comstock Avenue and Veteran Avenue from the proposed project.

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LETTER 117

Fname	LName	Org	Email Address
<input type="text" value="Reina"/>	<input type="text" value="Reina"/>	<input type="text"/>	<input type="text"/>

Date	Format	File Name
<input type="text" value="Jul 6, 2010"/>	<input type="text" value="email"/>	<input type="text" value="salinas.reina.070610"/>

Summary

Supports the project. Include Valencia to Park View.

Comment

1. I support the findings of the draft EIR. A bus-only lane is an efficient and smarter way to make use of the buses on Wilshire Boulevard and will make it simpler for car-drivers to stay in their lane instead of zig-zagging thru busses.
2. I urge MTA and LA City Council to adopt the "Alternative A" proposal with one minor amendment. Amend the proposal to include Valencia to Parkview St. segments in the project where the Westlake/Alvarado community resides.
3. I support the expedient implementation of the Wilshire Bus-Only Lanes Project so that because transit riders are paying a higher fee (and have less service hours) the return should be a more efficient service.

**COMMENT LETTER NO. 117
Salinas, Reina**

Response to Comment No. 117-1

This commenter supports the proposed project and urges adoption of Alternative A with the inclusion of the segment between Valencia Street and Park View Street; the comment has been noted and will be forwarded to the decision makers for their consideration.

Please refer to Master Response No. 7 regarding the request to include the segment between Valencia Street and Park View Street in Alternative A.

LETTER 118

From: Robert Scott [rescott007@alum.mit.edu]
Sent: Saturday, July 24, 2010 12:48 PM
To: WilshireBRT
Subject: Wilshire Corridor Bus Lane

Please, please, please! It has been shown many times before, in detail, that it would bring serious problems to the residents and businesses west of Beverly Hills. Why do you keep proposing it?

I don't know who you think it would benefit. My best guesses for that are unprintable.

Don't do it!

Dr. Robert Scott
Ensley Avenue

COMMENT LETTER NO. 118

Scott, Robert

Response to Comment No. 118-1

This commenter opposes the proposed project; the comment has been noted. As this comment does not state a concern or a question regarding the adequacy of the analysis in the Draft EIR, no further response is warranted. However, the comment will be forwarded to the decision makers for their review and consideration.

Subj: **bus lane**
Date: 7/21/2010 10:56:35 A.M. Pacific Daylight Time
From: ~~XXXXXXXXXXXXXXXXXXXX~~
To: hwpoa@aol.com

Name (please print): annette shulman

Address: 10426 lindbrook drive
Zip:90024

City,

I support the exclusion of bus-only lanes on the stretch of Wilshire between
Glendon and Comstock. Dedicated bus lanes between Glendon and Comstock
offer no transit advantage to bus riders or communities along this corridor.

| 1

**COMMENT LETTER NO. 119
Schulman, Annette**

Response to Comment No. 119-1

This commenter opposes the proposed project; the comment has been noted.

Please refer to Master Response No. 8 regarding the exclusion of the segment between Comstock Avenue and Veteran Avenue from the proposed project.

LETTER 120

From: feedback@metro.net
Sent: Monday, July 19, 2010 3:32 PM
To: WilshireBRT
Subject: [Metro.net] customer comment

Comment from

First Name: RAY
Last Name: SIMMONS
Email: RAYINLA@aol.com
Phone:
URL:

I ride the current 720 bus from my home in Mid-City to my job in Brentwood every day.

The three things that could bring the most improvement to the current service should be incorporated into the BRT.

1. Consolidated stops (local and express)so you have the option of taking the FIRST bus that comes along.
 2. "Scramble crosswalks" at the intersections where the BRT stops are located so a) you don't miss the bus because you are caught on the wrong side of the intersection and b) so the bus isn't held up by cars waiting for pedestrians to clear the intersection so the driver can turn right.
 3. Pre-paid boarding (no cash accepted) with a ticket validator at each door to reduce the dwell time which seems to eat up as much time as heavy traffic.
3.
2.

1

COMMENT LETTER NO. 120
Simmons, Ray

Response to Comment No. 120-1

The proposed project does not involve any changes to the bus service or operation. The primary goal of the proposed project is to improve bus passenger travel times and bus service reliability by allowing buses to travel in dedicated peak-period bus lanes for the majority of the alignment. The commenter is encouraged to contact a Metro Passenger Relations Representative at (213) 922-6235 or (800) 464-2111 or by e-mail at customerRelations@metro.net for questions/suggestions regarding the current bus service.

LETTER 121

Fname

Joesph

LName

Smurda

Org

Email Address

js@smurdamd.com

Date

Jun 15, 2010

Format

email

File Name

smurda.joesph.061510

Summary

Budget and operational impact concerns

Comment

I don't understand why this is being considered again. This exact same project was done before and then discontinued. I understand that there have been some minor technological advances but I highly doubt they will have a significant impact on the effectiveness of this proposal. Undertaking and then undoing these projects is has got to cost the City huge amounts of money. Can we really afford to do this project, FOR A SECOND TIME, when the City is in serious financial trouble and laying off employees? Also, what about the impact on automobile traffic on Wilshire? It is already a NIGHTMARE. Sometimes it can take me 30 minutes to travel from my office on Wilshire at Bundy to UCLA hospital, about a 2.5 mile drive. You should know that there is large and growing, very politically active group that is organizing because of traffic problems on the Westside in the context of a very large proposed development call Bundy Village. This group is growing rapidly and if traffic does not improve they are very likely to take political action. Would you kindly respond to my concerns.

1

**COMMENT LETTER NO. 121
Smurda, Joseph**

Response to Comment No. 121-1

This commenter opposes the proposed project; the comment has been noted. Please refer to Master Response No. 4 regarding the differences between the proposed project and the Bus Lane Demonstration Project.

LETTER 122

From: feedback@metro.net
Sent: Monday, July 26, 2010 11:44 AM
To: WilshireBRT
Subject: [Metro.net] customer comment

Comment from

First Name: Neel
Last Name: Sodha
Email: neel.sodha@yahoo.com
Phone:
URL:

Hi,

I'm very looking forward to this project. After the completion of the Wilshire blvd bus lanes, we look at more opportunities to build bus lanes in corridors that will not see subway/light rail in the near future; like that of Olympic, Pico, Venice, Santa Monica blvd, etc...; which will make buses more competitive and advantageous over the single passenger automobile. We need to think about bus lanes instead of continuing to add more auxiliary lanes in our network! | 1

Thanks,

Neel

**COMMENT LETTER NO. 122
Sodha, Neel**

Response to Comment No. 122-1

This commenter supports the proposed project; the comment has been noted and will be forwarded to the decision makers for their consideration.

LETTER 123

Fname

Michelle

LName

Sorkin

Org

City of Los Angeles: Depart...

Email Address

michelle.sorkin@lacity.org

Date

Jun 24, 2010

Format

email

File Name

sorkin.michelle.062410

Summary

Needs additional information

Comment

I received a copy of the DEIR and technical appendices. I wasn't able to find a proposed street cross section that would indicate the dimension of the sidewalk after widening would occur between Federal and Barrington. If you have information on the current sidewalk width and proposed sidewalk width after the widening and could forward this information, it would be most helpful in providing comments on the DEIR.

1

COMMENT LETTER NO. 123

**Sorkin, Michelle, Community Planner, West Los Angeles
City of Los Angeles Community Planning Bureau
Department of City Planning**

Response to Comment No. 123-1

LADOT provided a response to this comment upon receipt. The response provided is as follows (also see Letter 124, which includes LADOT's response email to the commenter):

Sidewalk widths are currently 10 feet east of Barry Avenue and 12.5 feet west of Barry Avenue. After widening, sidewalk widths would be a uniform 8 feet. Although the City usually tries to keep sidewalks at least 10 feet wide, retail activity and pedestrian volumes are minimal in this segment, and the reduction of sidewalk widths to create additional capacity for an eastbound bus lane is considered a reasonable reallocation of limited public right-of-way (ROW). It avoids the need to acquire additional ROW, maintains Americans with Disabilities Act (ADA) standards, and preserves eastbound mixed flow capacity through a traffic bottleneck. There is also a surface parking lot, which accommodates any spillover pedestrian activity at the eastbound Metro Rapid bus stop between Barrington Avenue and Barry Avenue.

LETTER 124

From: Michelle Sorkin [Michelle.Sorkin@lacity.org]
Sent: Monday, July 26, 2010 2:04 PM
To: WilshireBRT
Subject: Sidewalk widths on Wilshire Bl. Federal-Barrington
Attachments: Wilshire street views.docx

Dear Ms. Butler,

I am forwarding an email that was sent last week to Susan Bok. I have not yet received a response from LA DOT, therefore please accept this email as public comment. I look forward to seeing the issue of sidewalk widths along Wilshire fully addressed in the DEIR. 1

Thank you,

Michelle

.....
Michelle Sorkin
Community Planner, West Los Angeles
.....
Community Planning Bureau | Department of City Planning 200 N. Spring Street, Los Angeles, CA
90012 T 213.978.1199 | F 213.978.1226 _____

>>> Michelle Sorkin 7/19/2010 10:19 AM >>>
Susan,

Thank you for getting back to me.

On both sides of Wilshire between Federal and Barrington, pedestrians are already constrained by narrow sidewalk space and infrastructure in the public right of way such as bus shelters and newsracks. I'm attaching exhibits from Google streetview that clearly indicate the constraints under existing conditions. With expected increases in bus ridership, it is anticipated that more and not fewer bus riders and pedestrians will be using the planned BRT and sidewalks along Wilshire Boulevard. When the Westside Subway extension is built, even more transit riders and pedestrians will be using the sidewalks.

DOT cannot assume that current and future pedestrian activity will be accommodated on private property - especially on a surface parking lot where pedestrians are forced to compete with moving vehicles. While the current uses are underdeveloped, future buildings will inevitably be built as close as possible to the front property line and pedestrians will need an adequate public accessway. Furthermore, this segment of Wilshire is designated a Community Design Overlay district where pedestrian-oriented ground floor uses are encouraged by Planning Department policy and implemented through design standards and guidelines aimed at making individual projects pedestrian-friendly.

Narrowing the sidewalks on Wilshire Boulevard goes counter to the General Plan Framework Element, the West Los Angeles and Brentwood Community Plan Policies, and the Department's "Do Real Planning" principles. 2

As was stated in the NOP Scoping Letter dated October 23, 2009, the Planning Department is concerned that reducing the sidewalk width on this segment of Wilshire will not create enough of a buffer between autos and pedestrians, will require the removal of mature street trees in sections, and potentially create hazards to pedestrians on Wilshire Blvd. I would like to better understand the existing roadway and right-of-way conditions on this section of Wilshire and the alternatives to street-widening that were evaluated by DOT, but not selected

as environmentally superior alternatives. How can the ROW be re-allocated to avoid street widening: were 'road diet' alternatives or narrowing of travel lanes evaluated?

Thank you,

Michelle

.....
Michelle Sorkin
Community Planner, West Los Angeles
.....
Community Planning Bureau | Department of City Planning 200 N. Spring Street, Los Angeles, CA
90012 T 213.978.1199 | F 213.978.1226

>>> Susan Bok 7/2/2010 2:56 PM >>>
Michelle,

Metro forwarded us your request for information on sidewalk widths in this segment of Wilshire Bl. to be widened for a new bus lane. Sidewalk widths are currently 10 feet east of Barry Ave. and 12.5 feet west of Barry Ave. After widening, sidewalk widths will be a uniform 8 feet.

Although the City usually tries to keep sidewalks at least 10 feet wide, retail activity and ped volumes are minimal in this segment, and the reduction of sidewalk widths to create additional capacity for an eastbound bus lane is considered a reasonable re-allocation of limited public ROW. It avoids the need to acquire additional ROW, maintains ADA standards, and preserves eastbound mixed flow capacity through a traffic bottleneck. There is also a surface parking lot which accommodates any spillover ped activity at the eastbound Metro Rapid bus stop between Barrington and Barry Ave.

I hope this provides the information you need. Please feel free to contact me with any additional questions.

Susan Bok, AICP
Supervising Transportation Planner
Los Angeles Department of Transportation
(213) 972-8623

11658 Wilshire Blvd, Los Angeles, CA, United States
Address is approximate

Street furniture and limited sidewalk width create conflicts for pedestrians



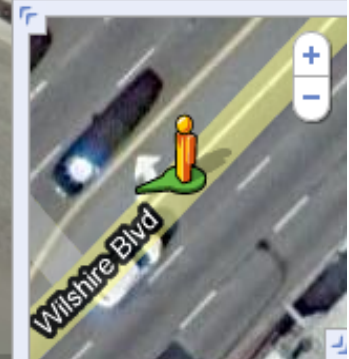
11656 Wilshire Blvd, Los Angeles, CA, United States
Address is approximate

Pedestrian right-of-way is already limited by newsstands and bus shelters. Narrowing sidewalk widths 2.5-4 feet would not be conducive to the increased pedestrian activity that will result from the BRT implementation.

Wilshire /
Barrington

Wilshire Blvd

Wilshire Blvd





COMMENT LETTER NO. 124
Sorkin, Michelle, Community Planner, West Los Angeles
City of Los Angeles Community Planning Bureau
Department of City Planning

Response to Comment No. 124-1

Comment noted; please refer to Response to Comment No. 124-2.

Response to Comment No. 124-2

The majority of sidewalks within the Wilshire BRT Project area would not be affected. The only affected segments are between Bonsall Avenue and Federal Avenue within the County of Los Angeles and between Federal Avenue and Barrington Avenue in the City of Los Angeles, where actual street widening is being proposed. Within the segment between Federal Avenue and Barrington Avenue, sidewalks would be reduced to a minimum of 8 feet wide. This sidewalk width of 8 feet would allow for pedestrian movement and accessibility.

Eight-foot sidewalks currently exist along several major streets in the City, including streets located in areas with high pedestrian volume, such as the Business District. There is no reported incidence related to the width of those sidewalks. Although the City generally maintains sidewalks at least 10 feet wide, retail activity and pedestrian volumes are fairly low along this segment of the proposed project. Therefore, the reduction of sidewalk widths to create additional capacity for an eastbound bus lane is considered a reasonable re-allocation of limited public right-of-way. Additionally, it avoids the need to acquire additional right-of-way in a built-out segment of Wilshire Boulevard, maintains Americans with Disabilities Act (ADA) standards, and preserves eastbound mixed-flow capacity through a traffic bottleneck. Traffic lanes are already at minimal 10 feet width and cannot be narrowed further for wider sidewalk. A number of businesses in this segment also maintain pedestrian plazas or other publicly-accessible areas along the sidewalks.

LETTER 125

Fname

Carol

LName

Spencer

Org

Comstock Hills Homeowners...

Email Address

cc_neighborhood@earthlink.net

Date

Jun 23, 2010

Format

email

File Name

spencer.carol.062310

Summary

Would like the comment period extended.

Comment

Will you present additional information on the Wilshire BRT on 6/29 that was not available at last weeks meeting 6/21/10? With the subway meeting on Monday, 6/28/10 this meeting the day following on Tuesday, 6/29/10 appears to be scheduled to confuse residents about what is being planned. It also positions far to many really important meetings back to back. The Wilshire BRT EIR/EA meetings should occur after summer vacation (UCLA, public schools, private schools) when many residents will be available to attend. I suggest that you extend the comment period through September 26, 2010. If you are pressed for time/commitment you should have released the EIR/EA much sooner - so that the meetings could be scheduled prior to summer vacations.

1

**COMMENT LETTER NO. 125
Spencer, Carol**

Response to Comment No. 125-1

As this comment does not state a concern or a question regarding the adequacy of the analysis in the Draft EIR, no further response is warranted. However, the comment will be forwarded to the decision makers for their review and consideration.

Martha Butler, Metro,
1 Gateway Plaza, 99-23-1, ☒
Los Angeles, CA 90012
Email: wilshirebrt@metro.net

Comment Re:

Draft Environmental Impact Report/Environmental Assessment (EIR/EA) for the Wilshire Boulevard Bus Rapid Transit (BRT) Study.

July 26, 2010, 3:30 PM

I have followed the planning for this Bus Rapid Transit dedicated bus lane during rush hours since it was first proposed.

The 2009 study shows that there is no slowing of traffic, cars or buses, in that stretch of Wilshire Blvd located within the Westwood area from the City of Beverly Hills westward to the 405 freeway. In fact it was listed as the fastest moving segment of any stretch of Wilshire Blvd not requiring a BRT dedicated lane. The traffic flow on the Wilshire segment between Comstock and Selby Avenues continues to be the best from downtown Los Angeles to Santa Monica.

In 2002, environmental clearance EXCLUDED that portion of Wilshire Blvd. from Comstock to Selby because of lack of congestion, neighborhood opposition, and government acknowledgement of same.

The 2010 report has listed the requirement of a dedicated BRT bus lane within the section of the Westwood area from Comstock Ave on the east to Glendon Ave on the west. However, there will be a severe backup of traffic that cannot be mitigated for eastbound traffic at Comstock Ave due to the narrowing of lanes and the fact that the City of Beverly Hills will not have a BRT through its city.

Currently the City of Beverly Hills clocks & tickets traffic violations for vehicles heading eastbound as they enter the city at speeds in excess of 50 MPH. It is OK for vehicles to drive up to 15 miles faster than the speed limit of 45MPH on Wilshire through Westwood without getting a ticket.

, I would like to know how fast you expect the busses to drive in the dedicated Bus Lanes at rush hour? Remember, they share the lane with bikers who are required to move to the right as the large bus passes them. Will this be safe for the bikers?

The 2010 report states that the Wilshire dedicated BRT lanes must not extend between Glendon Ave and the 405 Freeway due to freeway access lanes designed into Wilshire Blvd. This also means a backup of traffic as busses mix with traffic at that point.

This 1.2 mile stretch of Wilshire Blvd will only lead to problems and create havoc for the residents living in high-rise condos with no alleys to service the buildings. There are also child-care facilities in Churches and Synagogues and one school where small children may be in jeopardy. In addition elderly residents living at the Belmont Assisted Living Facility frequently take walks along Wilshire very close to the proposed dedicated bus-lanes. This will endanger or restrict those persons. Another safety problem will be for persons crossing Wilshire to walk to Holmby Park as busses will have the ability to change the signal timing so that they can pass quickly.

3

I feel that for many sections of Wilshire blvd the BRT dedicated lanes with new roadwork along the curb lane will assist Bus Riders and should be completed, however the money proposed for the Wilshire segment in Westwood should be better used closer to downtown Los Angeles to work out a new route that would allow dedicated lanes to the eastern section that the 2011 report has omitted due to complaint by the City of LA.

4

Please note the following:

The CITY OF LOS ANGELES

INTERDEPARTMENTAL CORRESPONDENCE

Date: August 31,2009

To: Honorable City Council , C/o City Clerk, Room 395, City Hall

Attention: Honorable Bill Rosendahl, Chair Transportation Committee

From: Rita L. Robinson, General Manager- Department of Transportation

States the following:

“Metro reports that FTA concurs with the proposed Alternatives but will not fund a project that doesn't include exclusive peak-period bus lanes along most of Wilshire Boulevard or meet other Very Small Starts program criteria.”

5

Therefore I suggest the following in order to meet the above criteria:

Move the Wilshire Bus route one block north at the point where Wilshire narrows and give the Bus Riders a dedicated bus lane as far east as they are asking? After all the Wilshire Bus enters the downtown area on 6th Street – And many Bus Riders have asked for the dedicated BRT lanes to extend to Alvarado St where a large group board. They could just as easily board the bus on 6th street and have a smooth ride for a larger portion of the route.

By re-routing the eastern portion of the Wilshire BRT dedicated lane Metro should be able to meet the funding demands and it will be a win-win for all.

Thank you,

Caroline Spencer
10316 Wilkins Ave
Los Angeles, CA 90024

COMMENT LETTER NO. 126
Spencer, Carolyn

Response to Comment No. 126-1

LACMTA and LADOT are not aware of any 2009 study. If you are referring to the Mid-City/Westside Transit Corridor Wilshire Bus Rapid Transit Project Final EIR of 2002, please refer to Master Response No. 9 regarding the applicability of the 2002 Final EIR or the 2001 Traffic Study to the proposed project. Please refer to Master Response No. 8 regarding the exclusion of the segment between Comstock Avenue and Veteran Avenue from the proposed project.

Response to Comment No. 126-2

Cars traveling in upwards of 15 miles faster than the posted speed limit on Wilshire Boulevard through Westwood are subject to being ticketed. Bus speeds throughout the whole project area are expected to improve by up to 32%, but more importantly, service reliability would be greatly enhanced since bus speeds would remain relatively constant. In addition, special measures would be done to ease transitions, where needed. The Draft EIR/EA and the TIA evaluated potential impacts at the transition areas where lanes are dropped and concluded that satisfactory traffic operations could be maintained through appropriate signage and striping. The TIA acknowledges that at the western Beverly Hills City limits (approximately 500 feet west of the Whittier Drive/Merv Griffin Way intersection), the bus lane transitions to a mixed-flow lane. Therefore, three eastbound through lanes would remain at the Whittier Drive/Merv Griffin Way intersection. The original proposed project would not reduce capacity at this intersection, nor would the number of queued vehicles increase. However, the length of queues may increase because vehicles would be traveling in two lanes instead of three as they enter the City of Beverly Hills. The TIA also acknowledges this for Alternative A.

Please refer to Master Response No. 14 regarding pedestrian safety and Master Response No. 15 regarding the impacts of bus speeds on churches and schools.

Response to Comment No. 126-3

In consideration of comments received during the public review of the Draft EIR/EA, LACMTA and LADOT are considering Alternative A (Truncated Project Without Jut-Out Removal) as the preferred alternative. Accordingly, LACMTA and LADOT staff are recommending adoption of this alternative to the LACMTA Board, the Los Angeles City Council, and the Los Angeles County Board of Supervisors. This alternative would result in the retention of the jut-outs and, as such, would eliminate the concerns about the buildings having no alleys to service them, impacts to child care facilities at churches and synagogues, or elderly residents walking along Wilshire Boulevard. In addition, bus signal priority has been provided to Metro Rapid buses on Wilshire Boulevard since June 2000. Although buses would continue to have signal priority with extended green time, traffic signals on Wilshire Boulevard

would continue to provide pedestrian crossing time consistent with City of Los Angeles standards; the system does not allow for buses to just change signal timing at will. Therefore, the safety of pedestrians crossing Wilshire Boulevard would not be jeopardized. In addition, please refer to Master Response No. 5 concerning access to residential buildings along Wilshire Boulevard between Comstock Avenue and Malcolm Avenue.

Response to Comment No. 126-4

The curb lane reconstruction would not only benefit bus riders but automobiles as well. Today, both buses and automobiles avoid traveling in the curb lanes due to the poor road conditions and uneven pavement. The Wilshire BRT Project includes curb lane reconstruction/repaving within the eastern portion of the project as well.

Response to Comment No. 126-5

In the fall of 2009, there was a 30-day public scoping period for the Wilshire BRT Project that included four public scoping meetings. It was during this time that the public was asked to present ideas and concerns that should be taken into consideration as the plan is initiated, including other alternatives. It was during this time that any other alternatives to be evaluated should have been raised.

LETTER 127

From: Erin Steva [esteva@calpirg.org]
Sent: Thursday, July 22, 2010 4:05 PM
To: WilshireBRT
Subject: Wilshire Bus-Only Lane Comments

To whom it may concern:

The following names signed onto the following petition in support of the Wilshire Bus Only Lane Project. If you have any questions, please contact me at (213) 251-3680 x.308. Please send a note confirming your receipt of this email. Thank you for your time and help.

Sincerely,
Erin Steva
Transportation Advocate
CALPIRG
* * *

Petition:

Los Angeles needs more and better public transportation. I support the Wilshire Bus-Only Lane project. This project will cut traffic and provide quicker, more reliable public transit along a congested corridor. Fast, reliable public transit is crucial to giving drivers a way out of their cars and to providing transit riders with first-class options.

Signatories:

Table with 6 columns: email, first_name, last_name, cell, city, college. Lists various individuals and their contact information and affiliations.

sungyeop@usc.edu	Sungyeon	Park	2139992980	Los Angeles	University of Southern California
shawce@ucla.edu	Christine	Shaw		Los Angeles	
benjeeta@hotmail.com	Ben	Stevens		Santa Monica	UCLA
afreer@ucla.edu	Andrew	Freer			UCLA
cristinatomasw@gmail.com	Cristina	Tomas		Los Angeles	Santa Monica College
eborghesan@sbcglobal.net	Emilio	Borghesan		Los Angeles	USC
chelseymarsing824@hotmail.com	Chelsey	Marsing	3104608632	Santa Monica	Santa Monica College
joannawheaton@gmail.com	Joanna	Wheaton		Los Angeles	UCLA
jadjordan09@gmail.com	Julie Ann	Driver-Jordan	323-313-2555	Los Angeles	Santa Monica College
j10comoe@gmail.com	Jerome	Assale	13103212210	Los Angeles	UCLA
hunterseek3r@gmail.com	David	Lau			USC
Chinal@USC.edu	Andrea	Chin	6503050967		USC
xizhao@usc.edu	Lisa	Zhao	213-300-7194	Los Angeles	USC
soyoungk@usc.edu	Soyoung	Kang			University of Southern California
irinak@ucla.edu	Irina	Khodorkovsky	4088383312	Los Angeles	UCLA
mspence@ucla.edu	Matthew	Spence	3104253605	Los Angeles	UCLA
jason.m.lipshin@gmail.com	Jason	Lipshin	714-815-6494	Yorba Linda	University of Southern California
sblock@usc.edu	Suzanne	B		Los Angeles	USC
obitinla@gmail.com	Liz	Harmon	3109380589	Los Angeles	USC
amaya_marie@hotmail.com	emilia	alvarez			Santa Monica college
dobalicious@gmail.com	Sarah	Dobjensky	5103965710	Los Angeles	
bfish@usc.edu	Bryan	Fish	713.899.6214	Los Angeles	USC
scott.t.davies@gmail.com	Scott	Davies	(626) 484-8007	Los Angeles	UCLA
richarlw@usc.edu	Richard	Wei	4082034781		
richarlw@usc.edu	Richard	Wei	4082034781	Los Angeles	usc
mperalta89@ucla.edu	Margarita	Peralta	661-477-2250	LOS ANGELES	UCLA
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kristinafenske@gmail.com	Kristina	Fenske	6266760289	South Pasadena	UCLA
rafael.galdamez@gmail.com	Rafael	Galdamez		Los Angeles	
savannacarson@ucla.edu	Savanna	Carson		Santa Monica	UCLA
mimo310@hotmail.com	Michelle	Mojica			CSUF
dwightdavis@ucla.edu	Dwight	Davis	310-773-7329	Los Angeles	UCLA
ykucheva@gmail.com	Yana	Kucheva	617 710-6107	Los Angeles	UCLA
micahkawaguchi@gmail.com	Micah	Kawaguchi	310-717-0595	Los Angeles	
miriamjcruz@yahoo.com	Miriam	Cruz			CSU, Northridge
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pmalvarez84@gmail.com	Peter	Alvarez	6197945577	Los Angeles	USC
skaagent102@yahoo.com	Angelica	celis		Monterey Park	EAST LOS ANGELES COLLEGE
Sergio-g-21@hotmail.com	Sergio	Guevara	(562) 824-	Norwalk	UCLA

Sergio-g-21@hotmail.com	Sergio	Guevara	1613 (562) 824- 1613	Norwalk	UCLA
jtanzawa@gmail.com	Jaimie	Tani	6262029518	Rosemead	UCLA
senra@usc.edu	Veena	Senra		Los Angeles	USC
vslevin@gmail.com	Vince	Slevin	7079710246		SMC
boyerj87@aol.com	Jonathan	Boyer	310-592-5708	Hollywood	Santa Monica College Musicians Institute
weary.evelina@gmail.com	Evelina	Weary	(310) 403- 0197	Santa Monica	USC
dpeak0822@aol.com	Daniel	Peacock	760 855-7829	Fallbrook	Santa Monica College
laura.a.loeb@gmail.com	Laura	Loeb			UCLA
p2allen@gmail.com	Patrick	Allen	3106215139	Los Angeles	UCLA
tiffanysaran@yahoo.com	Tiffany	Neman	(310) 926- 7828	Los Angeles	Sci-arc
Jwhkim@ucdavis.edu	Jin whoo	Kim	2136055260	Davis	Uc davis
ryanvalence@gmail.com	Bryan	Valencia	4242234007	Los Angeles	Santa Monica College
shahery2@usc.edu	Paulina	Shah			USC
izpisuar@usc.edu	Elias	Izpisua		la jolla	USC

--

Erin Steva
 Transportation Advocate
 CALPIRG (California Public Interest Research Group)
 3435 Wilshire Blvd, Suite 385
 Los Angeles, CA 90010
 213-251-3680 x308
www.calpirg.org
 Facebook: www.facebook.com/CALPIRG
 Twitter: calpirg_erin

**COMMENT LETTER NO. 127
Steva, Erin, Transportation Advocate
California Public Interest Research Group**

Response to Comment No. 127-1

This commenter supports the proposed project; the comment identifies 72 individuals who signed the petition in support of the proposed project. The comment has been noted and will be forwarded to the decision makers for their consideration.

LETTER 128

From: feedback@metro.net
Sent: Wednesday, July 21, 2010 3:26 PM
To: WilshireBRT
Subject: [Metro.net] customer comment

Comment from

First Name: Alexandra
Last Name: Suh
Email: acs815@hotmail.com
Phone: 2132105586
URL:

Dear Metro,

I am a resident of Koreatown and am writing to express my strong support for the Wilshire bus lane.

In particular, I support the findings of the draft EIR. I also urge MTA and LA City Council to adopt the "Alternative A" proposal with one minor amendment: Amend the proposal to include the Valencia to Parkview St. segments in the project, where the Westlake/Alvarado community resides.

I support the expedient implementation of the Wilshire Bus-Only Lanes Project.
Thank you.

**COMMENT LETTER NO. 128
Suh, Alexandra**

Response to Comment No. 128-1

This commenter supports the proposed project and urges adoption of Alternative A with the inclusion of the segment between Valencia Street and Park View Street; the comment has been noted and will be forwarded to the decision makers for their consideration.

Please refer to Master Response No. 7 regarding the request to include the segment between Valencia Street and Park View Street in Alternative A.

LETTER 129

From: feedback@metro.net
Sent: Monday, July 26, 2010 4:26 PM
To: WilshireBRT
Subject: [Metro.net] customer comment

Comment from

First Name: Henry
Last Name: Tang
Email: tanghenry@yahoo.com
Phone:
URL:

I commute daily to Wilshire/Westwood on the 920 Rapid Express or the 720 Rapid from the Red/Purple line stations Wilshire/Western or Wilshire/Vermont.

I can experience first-hand the delays the buses endure when stuck in the same congestion caused by all the automobile traffic during the rush hours. Often there are delays caused by autos in the right lane trying to make right turns but forced to wait for pedestrians to cross the street. I am concerned that the bus lanes will not be of much help in this matter without a queue jumping mechanism for buses if cars are still going to be allowed to clog up the bus lanes while waiting to make right turns.

Nevertheless, I believe every little bit should help and I look forward to an improved bus commute on the bus lanes. I just wish it would not take so long to implement.

**COMMENT LETTER NO. 129
Tang, Henry**

Response to Comment No. 129-1

This commenter supports the proposed project; the comment has been noted and will be forwarded to the decision makers for their consideration.

LETTER 130

From: feedback@metro.net
Sent: Monday, July 19, 2010 12:29 PM
To: WilshireBRT
Subject: [Metro.net] customer comment

Comment from

First Name: Ted
Last Name: Timmons
Email: ted-metro@perljam.net
Phone: 760-483-3337
URL:

This is about the BRT project- first, I'd love to be included on an email/postal mail list
about the project. Second, it's a GREAT idea. Let's get it going. | 1

**COMMENT LETTER NO. 130
Timmons, Ted**

Response to Comment No. 130-1

This commenter supports the proposed project; the comment has been noted and will be forwarded to the decision makers for their consideration. The commenter's name has been added to the project's database.

COUNTY OF LOS ANGELES

FIRE DEPARTMENT

1320 NORTH EASTERN AVENUE
LOS ANGELES, CALIFORNIA 90063-3294

(323) 890-4330



P. MICHAEL FREEMAN
FIRE CHIEF
FORESTER & FIRE WARDEN

July 14, 2010

Martha Butler, Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza Ms 99-23-1
Los Angeles, CA 90012

Dear Ms. Butler:

EIR PURPOSE IS TO EVALUATE THE SOCIAL, ECONOMIC & ENVIRONMENTAL ISSUES ASSOCIATED WITH THE PROPOSED IMPROVEMENTS INCLUDED IN THE WILSHIRE BRT PROJECT, LOS ANGELES CITY/COUNTY (FFER #201000115)

The proposed improvements have been reviewed by the Planning Division, Land Development Unit, Forestry Division, and Health Hazardous Materials Division of the County of Los Angeles Fire Department. The following are their comments:

PLANNING DIVISION:

- 1. We have no comments at this time.

LAND DEVELOPMENT UNIT:

- 1. The statutory responsibilities of the County of Los Angeles Fire Department, Land Development Unit are the review of all projects within the unincorporated areas of the County of Los Angeles. Our emphasis is on the availability of sufficient water supplies for fire fighting operations and local/regional access issues; however, we reviewed all projects for issues that may have a significant impact on the County of Los Angeles Fire Department.

We are responsible for the review of all projects within contract cities. These cities are defined as those that contract with the County of Los Angeles Fire Department for fire protection services. We are also responsible for all County facilities located within non-contract cities. The County of Los Angeles Fire Department Land Development Unit may also comment on conditions that may be imposed on a project by the Fire Prevention Division which may create a potentially significant impact to the environment.

SERVING THE UNINCORPORATED AREAS OF LOS ANGELES COUNTY AND THE CITIES OF:

Table listing unincorporated areas and cities served by the Fire Department, including Agoura Hills, Artesia, Azusa, Baldwin Park, Bell, Bell Gardens, Bellflower, Bradbury, Calabasas, Carson, Cerritos, Claremont, Commerce, Covina, Cudahy, Diamond Bar, Duarte, El Monte, Gardena, Glendora, Hawaiian Gardens, Hawthorne, Hidden Hills, Huntington Park, Industry, Inglewood, Irwindale, La Canada-Flintridge, La Habra, La Mirada, La Puente, Lakewood, Lancaster, Lawndale, Lomita, Lynwood, Malibu, Maywood, Norwalk, Palmdale, Palos Verdes Estates, Paramount, Pico Rivera, Pomona, Rancho Palos Verdes, Rolling Hills, Rolling Hills Estates, Rosemead, San Dimas, Santa Clarita, Signal Hill, South El Monte, South Gate, Temple City, Walnut, West Hollywood, Westlake Village, and Whittier.

Ms. Martha Butler
July 14, 2010
Page 2

2. Should any questions arise regarding subdivision, water systems, or access, please contact the County of Los Angeles Fire Department, Land Development Unit, EIR Inspector, Scott Jaeggi at (323) 890-4243.

FORESTRY DIVISION – OTHER ENVIRONMENTAL CONCERNS:

1. The statutory responsibilities of the County of Los Angeles Fire Department, Forestry Division includes erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones or Fire Zone 4, archeological and cultural resources, and the County Oak Tree Ordinance.
2. The areas germane to the statutory responsibilities of the County of Los Angeles Fire Department, Forestry Division have been addressed.

HEALTH HAZARDOUS MATERIALS DIVISION:

1. Health Hazardous Materials Division has no objection to the proposed project.

If you have any additional questions, please contact this office at (323) 890-4330.

Very truly yours,



JOHN R. TODD, CHIEF, FORESTRY DIVISION
PREVENTION SERVICES BUREAU

JRT:ss

**COMMENT LETTER NO. 131
Todd, John, Chief, Forestry Division
Prevention Services Bureau
County of Los Angeles Fire Department**

Response to Comment No. 131-1

The proposed project is a transportation improvement project, which would not create additional land uses that would require additional water supplies for firefighting operations. Therefore, no impacts to fire department services are anticipated.

Response to Comment No. 131-2

Comment noted.

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LETTER 132

From: Suzanne [suzanne.tracy@verizon.net]
Sent: Monday, July 26, 2010 5:17 PM
To: 'Suzanne'; WilshireBRT
Subject: RE: Commenlkts to the EIR for the Buslane Project

From: Suzanne [mailto:suzanne.tracy@verizon.net]
Sent: Monday, July 26, 2010 5:01 PM
To: 'mailto:wilshirebrt@metro.net'
Subject: Commenlkts to the EIR for the Buslane Project

The project impact analysis (including but not limited to the Green House Gas, and aesthetics) does not take into account the damage that would be done to the neighborhood at Wilshire and Warner Avenue if the “jut outs” are removed. These Jut Outs are wider sections of the sidewalk area with more grass and fully matured trees. Removing the mature trees and replcing the green wider space for pedestrians will adversely impact the character of the neighborhood and will disincet walkers from using the sidewalks to walk to their destinations – destinations such as the Sephardic Synagog and Methodist church on the corners as well as the other destinations along Wilshire – many neighbors use this area to walk their dogs – an activity that will be discouraged if the wide sidewalk/grass areas are replaced with more pavement. The removal of the trees – which we love – will change the feel of the neighborhood and will eliminate much needed buffer between the senior citizen home, Church preschool playground and residential units at Wilshire and Warner on the one hand and the dirt, noise and pollution caused by the street traffic. My son and I live in the residential units on the northwest corner of Wilshire and Warner. We love this neighborhood and the fully matured trees that line our street. The impacts to Green House Gas emissions from removal of these trees as well as the placement of a busline on top of the sensitive receptors (the senior citizens facility, preschool playground and the residential units in which numerous senior citizens and children live (the outdoor area on the 6th floor overlooks the so called Jut out area with the fully matured trees that would be taken out – have been underestimated . – the definition of the so called mitigation measures regarding the removal of the trees are non specific and defer the identification of the mitigation to a later date – impermissible under CEQA and probably NEPA. I would provide more comments but did not see this document until this last weekend after someone mentioned it to me and I looked it up. I do not believe there has been adequate analysis of whether leaving the “Jut Outs (ie the trees and wide sidewalk areas) would in any way slow down the buses. I believe what really delays traffic on Wilshire in the morning is the pedestrian traffic crossing on the north east side of Wilshire crossing Westwood to the north west side. The pedestrians walk -- blocking cars and buses from turning right for almost the entire light, backing up the whole right lane. Either a traffic officer stationed at the intersection, or a prefabricated pedestrian bridge across Westwood on the north east to west side would cure this problem while allowing the treet to stay in place. Please look into the pedestrian bridge concept. Finally, I note, as stated in *Sprint v. City of Palos Verdes*, 583 F.3d 716 (2009) public use of the right of way is not limited to travel. It is a widely accepted principal of urban planning that streets may be employed to serve important social, expressive and aesthetic functions. Please, leave our trees alone.

**COMMENT LETTER NO. 132
Tracy, Suzanne**

Response to Comment No. 132-1

Please refer to Master Response No. 11 regarding removal of street trees.

LETTER 133

Fname

Michaela

LName

Wagner

Org

Email Address

Date

Jul 6, 2010

Format

email

File Name

wagner.michaela.070610

Summary

Supports the project. Include Valencia to Park View.

Comment

1. I support the findings of the draft EIR. A bus-only lane is a sensible way of using the roads.
2. I urge MTA and LA City Council to adopt the "Alternative A" proposal with one minor amendment. Amend the proposal to include Valencia to Parkview St. segments in the project where the Westlake/Alvarado community resides.
3. I support the expedient implementation of the Wilshire Bus-Only Lanes Project. And to consider a Vermont temporary bus-only lane for rush hours. Since the transit fares are more expensive, the price should reflect a better service.

**COMMENT LETTER NO. 133
Wagner, Michaela**

Response to Comment No. 133-1

This commenter supports the proposed project and urges adoption of Alternative A with the inclusion of the segment between Valencia Street and Park View Street; the comment has been noted and will be forwarded to the decision makers for their consideration.

Please refer to Master Response No. 7 regarding the request to include the segment between Valencia Street and Park View Street in Alternative A.

From: John Woodall [mailto:jrwoodall@earthlink.net]
Sent: Wednesday, July 21, 2010 2:49 PM
To: WilshireBRT
Subject: Proposed Wilshire bus lane

To Whom It May Concern,

I appreciate the opportunity to comment on the Draft EIR. I have attended and spoken at previous public forums. My opinion remains the same. I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut-outs and which create peak period bus-only lanes in Westwood from Comstock Ave. to Glendon Ave. I support a NO PROJECT alternative between Comstock Ave. and Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon along the residential mile. | 1
 - There is no justification for the assumption that the number of people moved will increase because buses will go faster. | 2
 - The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a “social issue” in no way diminishes the severity of the adverse impact. | 3
 - The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise. | 4
 - Increased noise and vibration impacts will occur from buses running closer to residential highrises. | 5
 - Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues. | 6
 - Seven significantly impacted intersections in our community cannot be mitigated and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact. | 7
 - Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes. Traffic will idle and gridlock will occur in areas where currently these problems do not exist. | 8
 - The only improvement this segment of Wilshire needs is resurfacing. | 9
 - With 2 lanes eliminated during AM and PM rush hours, two of the three bus lines (720 & 920) will be squeezed into mixed-flow lanes, thus adding to increased congestion for autos. | 10
 - The removal of the jut outs will now place a high speed bus lane immediately adjacent to a preschool play yard. | 11
- The EIR was negligent in noting and mentioning this fact**

The proposed project and Alternatives A & B all have stretches of Wilshire which do NOT include bus-only lanes. I support the exclusion of bus-only lanes on the stretch of Wilshire between Comstock and Glendon. | 12

—John R Woodall

The Rev. John R. Woodall
Sr. Pastor, Westwood United Methodist Church
Registrar Conference Board of Ordained Ministry
ph. 310.474.4511
10497 Wilshire Blvd., Los Angeles, CA 90024

COMMENT LETTER NO. 134
Woodall, John

Response to Comment No. 134-1

Please refer to Master Response No. 12 regarding the bus speeds between Comstock Avenue and Westwood Avenue and Master Response No. 8 regarding the exclusion of the segment between Comstock Avenue and Veteran Avenue from the proposed project.

Response to Comment No. 134-2

Please refer to Master Response No. 10 regarding the anticipated shift of riders from automobiles to public transit.

Response to Comment No. 134-3

Please refer to Master Response No. 5 concerning access to residential buildings along Wilshire Boulevard between Comstock Avenue and Malcolm Avenue and Master Response No. 6 concerning removal of on-street parking.

Response to Comment No. 134-4

Please refer to Master Response No. 11 regarding removal of street trees.

Response to Comment No. 134-5

Please refer to Master Response No. 18 regarding noise and vibration impacts from buses running closer to residential structures.

Response to Comment No. 134-6

Please refer to Master Response No. 13 regarding cut-through traffic in adjacent residential areas.

Response to Comment No. 134-7

The Draft EIR/EA and the TIA identify nine of the 74 study intersections at which the proposed project and Alternative A would each have significant impacts that cannot be mitigated. There are not seven significantly impacted intersections between Glendon and Comstock Avenues. The increase in vehicle delay at each of the intersections is identified in the Draft EIR/EA and the TIA.

Response to Comment No. 134-8

The Draft EIR/EA and the TIA identified nine of the 74 study intersection at which the proposed project and Alternative A would have significant impacts that cannot be mitigated. None of these nine intersections include intersections between Comstock Avenue and Glendon Avenue.

Response to Comment No. 134-9

The comment has been noted.

Response to Comment No. 134-10

Please refer to Master Response No. 8 regarding the exclusion of the segment between Comstock Avenue and Veteran Avenue from the proposed project. As noted in the response, Metro Lines 720 and 920 would travel primarily in the bus lanes and would use the remaining lanes only as needed to pass a bus or other vehicle in the bus lanes.

Response to Comment No. 134-11

Please refer to Master Response No. 15 regarding the impacts of bus speeds on churches and schools.

Response to Comment No. 134-12

The commenter's opposition to the proposed project has been noted and will be forwarded to the decision makers for their consideration.

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LETTER 135

From: Woodsin Joseph [woodycycle@gmail.com]
Sent: Tuesday, July 13, 2010 8:35 PM
To: WilshireBRT
Subject: bus bike lane on wilshire

the bus/bike lane on Wilshire is a very important step in reducing the traffic problems as well as pollution problems in LA. For years the DOT has added lane after lane, more highways and freeways and the traffic congestion continues to worsen. This is because if it is built people will use it and the more car centered infrastructure that is built the more practical the car is. If a lane is dedicated to the bus and it reduce the traffic problems and increase the practicality of using the bus. Lets work together to make bus and bike a convenient and quick as cars! Thanks Woodsin Joseph.

**COMMENT LETTER NO. 135
Woodsin, Joseph**

Response to Comment No. 135-1

This commenter supports the proposed project; the comment has been noted and will be forwarded to the decision makers for their consideration.

Bicycles would be allowed to operate in the bus lanes.

LETTER 136

From: Clark, Irene L [mailto:irene.clark@csun.edu]
Sent: Tuesday, July 27, 2010 9:54 PM
To: WilshireBRT
Cc: jreichmann@sbcglobal.net
Subject: Protesting Plan for dedicated bus lanes along Wilshire Boulevard

To Whom It May Concern:

This letter is to protest the plan to create dedicated bus lanes on Wilshire Boulevard during rush hour from Comstock Avenue to Glendon Avenue. Buses travel at high speeds in this stretch right now, and a dedicated bus lane would allow for greater speeds, endangering cyclists and pedestrians who cross Wilshire to go to Holmby Park, synagogues and churches. Even now, when my husband and I walk, we are often concerned about being hit by a bus that could potentially swerve into our path. Moreover, the narrowing of car lanes would create backups from Beverly Hills to Comstock, resulting in more pollution from cars sitting in traffic. 1

A 2001 study indicates that there is no slowing of traffic in this area, so there is no reason for these lanes to be created. I therefore urge the City Council to consider the safety of residents living both north and south of Wilshire boulevard, as well as the potential environmental impact of such a policy. 2

Sincerely yours,

Irene Clark

Irene L. Clark Ph.d.
Professor of English
Director of the Composition Program
California State University, Northridge

COMMENT LETTER NO. 136

Clark, Irene

Response to Comment No. 136-1

This commenter opposes the proposed project; the comment has been noted. As this comment does not state a concern or a question regarding the adequacy of the analysis in the Draft EIR, no further response is warranted. However, the comment will be forwarded to the decision makers for their review and consideration.

Response to Comment No. 136-2

Please refer to Master Response No. 12 regarding the bus speeds between Comstock Avenue and Westwood Avenue.

The commenter's opposition to the proposed project has been noted and will be forwarded to the decision makers for their consideration.

LETTER 137

From: Eric Lew [mailto:lew.eric@gmail.com]
Sent: Tuesday, July 27, 2010 9:04 AM
To: WilshireBRT
Subject: Proposed Wilshire BRT project

I wanted to express my support for the proposed Wilshire BRT project, especially creating express bus lanes along Wilshire Blvd. As a public transit commuter traveling from downtown LA (residence) to UCLA (my place of employment) I find it encouraging to know that the Metro transit agency is considering improving the Wilshire corridor bus route with proposed peak period bus lanes. I fully support this proposal. 1

Unfortunately I am also disheartened to learn that Metro is considering the elimination of the Rapid 920 bus route also along the Wilshire corridor by December 2010.

<http://www.metro.net/around/proposed-changes-metro-bus-service/>

This is the primary Wilshire bus route that I take to commute from my place of residence in downtown LA to UCLA. As the downtown LA area is becoming more attractive to new residence it is essential that Metro has viable and fast commute routes to the westside of LA. This will provide much needed improvements to the downtown area with new residence developments and services to support these residents. I have taken the Rapid 720 bus as an alternative at times and it adds a substantial amount of time to my commute (20-30 minutes each direction). From my experience the 920 has high ridership in the morning (around 7am - Wilshire/Vermont) and afternoon (around 5:30pm - Wilshire/Westwood). From my experience and desire to maintain a reasonable commute time (from 1 hour to 1 hour 15 minutes) I do not support the elimination of the Rapid 920 bus route. 2

Thank you for your consideration of my comments.

Sincerely,
Eric Lew
310-405-2879

COMMENT LETTER NO. 137

Lew, Eric

Response to Comment No. 137-1

This commenter supports the proposed project; the comment has been noted and will be forwarded to the decision makers for their consideration.

Response to Comment No. 137-2

The proposed project does not involve any changes to the bus service or operation. The primary goal of the proposed project is to improve bus passenger travel times and bus service reliability by allowing buses to travel in dedicated peak-period bus lanes for the majority of the alignment. The commenter is encouraged to contact a Metro Passenger Relations Representative at (213) 922-6235 or (800) 464-2111 or by e-mail at customerRelations@metro.net for questions/suggestions regarding the current bus service.

LETTER 138

-----Original Message-----

From: feedback@metro.net [mailto:feedback@metro.net]
Sent: Friday, July 30, 2010 11:43 AM
To: WilshireBRT
Subject: [Metro.net] customer comment

Comment from

First Name: Wesley
Last Name: Pitts
Email: wgp@me.com
Phone:
URL:

PLEASE, PLEASE, PLEASE DO NOT DO THIS! As a Hollywood area resident who commutes to Wilshire/Bundy every day for the last 13 years, I have lived through the bus lane fiasco once already. I have no real options for getting home other than headed east on Wilshire. Eastbound on Wilshire is terrible as it is, with all three lanes available to all traffic. It is not uncommon to spend 30 minutes to drive the mile and a half to get past the 405. The last time this bus lane was tested it made traffic so much worse. Moving east/west from West LA to mid city is tough enough without losing 33% capacity. Please do not dedicated a lane to busses only. On a related note, the signal at San Vicente/Wilshire/Veteran needs to be studied. Too little time is given to Wilshire and too much time to San Vicente left turns. Thank you for the opportunity to express my concerns.

1

**COMMENT LETTER NO. 138
Pitts, Wesley**

Response to Comment No. 138-1

This commenter opposes the proposed project; the comment has been noted. As this comment does not state a concern or a question regarding the adequacy of the analysis in the Draft EIR, no further response is warranted. However, the comment will be forwarded to the decision makers for their review and consideration.

3.2 Oral Testimony at the Public Hearings

The transcript for each of the public hearings are provided in this section. Similar to the format for the written comments, each transcript is identified by a number, and each relevant comment is also assigned a number. The responses to each of these comments follow the transcript and are numbered correspondingly (i.e., response to the first comment in Public Hearing No. 1 is numbered Response to Comment No. PH1-1, response to the second comment in Public Hearing No. 1 is Response to Comment No. PH1-2, etc.).

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PUBLIC HEARING #1
BEFORE THE METRO

WILSHIRE BUS RAPID TRANSIT PROJECT TEAM

Public Hearing in the Matter of:)
)
WILSHIRE BUS RAPID TRANSIT (BRT))
DRAFT ENVIRONMENTAL IMPACT)
REPORT/ENVIRONMENTAL ASSESSMENT)
_____)

TRANSCRIPT OF PROCEEDINGS

Los Angeles, California

Monday, June 21, 2010

Reported by:

MARCENA M. MUNGUIA,
CSR No. 10420

Job No.:
B5002NCO

BEFORE THE METRO

WILSHIRE BUS RAPID TRANSIT PROJECT TEAM

Public Hearing in the Matter of:)
)
WILSHIRE BUS RAPID TRANSIT (BRT))
DRAFT ENVIRONMENTAL IMPACT)
REPORT/ENVIRONMENTAL ASSESSMENT)
_____)

TRANSCRIPT OF PROCEEDINGS, taken at
Westwood Presbyterian Church, 10822 Wilshire
Boulevard, Los Angeles, California, commencing
at 6:15 p.m., on Monday, June 21, 2010, heard
before the METRO WILSHIRE BUS RAPID TRANSIT
PROJECT TEAM, reported by MARCENA M. MUNGUJA,
CSR No. 10420, a Certified Shorthand Reporter
in and for the State of California.

APPEARANCES:

Metro Presenter: REX GEPHART
Director
Regional Transit Planning
Metro

Facilitator: JODY FEERST LITVAK
Manager
Regional Communications Programs
Metro

I N D E X

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Sunyoung Yang	45
Morgan Wyenn	46
Carol Spencer	47
Ray Klein	49
Alek Miller	51
Penny Hooper	52

1 Los Angeles, California, Monday, June 21, 2010

2 6:15 p.m.

3
4
5 MS. LITVAK: Okay, everybody. Welcome on this
6 longest day of the year. Happy summer. I'm Jody Litvak,
7 and welcome.

8 This is the public hearing for the Wilshire Bus
9 Rapid Transit Environmental Impact Report/Environmental
10 Assessment and before we really, really, really get
11 started, I have to read this statement (indicating)
12 that's two pages long or a page and a half, so bear with
13 me. Okay?

14 The Wilshire Bus Rapid Transit Draft
15 Environmental Impact Report/Environmental Assessment was
16 released on June 10th, 2010 along with the notice of
17 intent to hold the public hearings. The notice of intent
18 to hold the public hearing was published in the
19 Los Angeles Times and filed with the Los Angeles County
20 clerk.

21 Copies of the Draft EIR/EA to be made available
22 for public review between June 10th and July 26th were
23 distributed to the Felipe de Neve Library at 2820 West
24 Sixth Street; the Pio Pico Koreatown Library at 694 South
25 Oxford Avenue; the Memorial Library at 4625 West Olympic

1 Boulevard; the Beverly Hills Public Library at 444 North
2 Rexford Drive; the Westwood Library at 1246 Glendon
3 Avenue; the West Los Angeles Regional Library, at 11360
4 Santa Monica Boulevard; and the Donald Bruce Kaufman
5 Brentwood Library at 11820 San Vicente Boulevard.

6 In addition, CDs of the document were
7 distributed by U.S. mail to 46 agencies and
8 organizations. Display ads about the public hearing were
9 published in Our Weekly, Garment and Citizen, Downtown
10 News, Korea Times, and the online version of the Daily
11 Bruin. Copies of the press notice about the release of
12 the Draft EIR/EA and these hearings were sent to a
13 distribution list of over 60 media organizations.

14 The Draft EIR/EA and information about the
15 hearings was posted on Metro's website. Information
16 about the release of the Draft EIR/EA and the hearings
17 was also printed in brochure form and distributed widely
18 on Metro buses and trains as well as hand delivered at
19 key locations in the study area. The brochures were also
20 sent by U.S. mail to 759 addresses in the study database.
21 This same information was sent electronically to a list
22 of 867 e-mail addresses in the database. All of these
23 materials included information about how to find the
24 Draft EIR/EA, as well as more information about the
25 Wilshire BRT on the web.

1 Affidavits of publication and copies of detailed
2 mailing lists are available at Metro's Record Management
3 Center located on the Plaza at One Gateway Plaza,
4 Los Angeles, California 90012. They may also be
5 requested by sending an e-mail to RMC at Metro.net.

6 Tonight's proceedings are being recorded by a
7 court reporter and will be submitted as a part of the
8 public record. When you are called to the microphone,
9 before you begin your statement, please state your name
10 clearly for the record. You will have two minutes to
11 complete your statement.

12 If you have a written statement, you are
13 encouraged to leave a copy with a member of our team.
14 Oral and written statements will be considered equally.

15 In order for your comment to be considered as a
16 part of the public record, your comments must be received
17 by Metro before the close of the comment period. The
18 close of the comment period is July 26th, 2010.
19 Information on how to submit your comments after tonight
20 is shown on the Board over there in the corner
21 (indicating) and is available on the website,
22 Metro.Net/Wilshire.

23 Okay. Now, okay. Just give me a moment here.

24 So before we get into the presentation, first of
25 all, Rex Gephart over here is going to join me for the

1 presentation.

2 And I see while I was talking, Jay Greenstein,
3 representing Councilman Koretz, is here. Thank you for
4 coming. We always like our elected representatives to be
5 here or be represented. We appreciate that.

6 If you want to comment tonight verbally, we had
7 a little problem with the printers, but we have these
8 forms that are folded in half (indicating). Chris is
9 holding them up over there. So fill one out and turn one
10 in. If you took one and you filled it out, just wave it
11 around. Someone with a badge can come and get it from
12 you.

13 Thank you. We've got two more.

14 If you're holding on to one and you suddenly
15 feel motivated to make a comment, fill it out, turn it
16 in, or raise your hand and someone will bring you one.
17 In addition, feel free to use this form to fill out and
18 turn in written comments tonight, or you can mail them in
19 afterwards. The information is on the bottom. We also
20 have a Fact Sheet in the back.

21 And just two other things -- well, one other
22 thing, and then the other thing I'll hold off in a
23 minute. It's a busy time. There's lots going on.

24 We also have update meetings going on on the
25 Westside subway extension. We held two meetings last

1 week. We have three next week, including Monday we're
2 here in Westwood at the church at Wilshire and Warner.
3 So I hope you'll come to those and follow along.

4 And I think I'm going to wait to introduce our
5 people.

6 Okay. So let's get into things. Okay. So the
7 EIR/EA is prepared jointly. The FTA, Federal
8 Transportation Agency, is the lead agency under NEPA.
9 That's the Federal partner to CEQA, the California
10 Environmental Quality Act. Metro is the lead agency
11 under CEQA and we are working cooperatively with our
12 partners at the City of Los Angeles and at the County of
13 Los Angeles, because this project goes through streets
14 that they -- portions of Wilshire that they control.

15 I want to take a moment and introduce --
16 representing L.A. County tonight is Waqas Rehman right
17 here almost in the front row, and from L.A. City
18 Department of Transportation, we have Susan Bok and Kang
19 Hu is standing in the back.

20 So all of our partners, thank you for being with
21 us.

22 So CEQA, the California Environmental Quality
23 Act, is what is being used to satisfy State requirements.
24 Metro, in partnership with the L.A. City Department of
25 Transportation, determined that an Environmental Impact

1 Report is the appropriate way to do that.

2 We had started off looking at a variety of
3 methods, but this is what we need to do and to satisfy
4 NEPA, the Federal requirements, the Federal
5 Transportation Administration, who, as I just said is our
6 partner in this, determined that an Environmental
7 Assessment is appropriate.

8 So when you hear me say "EIR/EA" or you hear Rex
9 or any of us say "EIR," it is for the State requirements
10 and EA is Environmental Assessment for the Federal
11 requirements.

12 So the purpose of tonight's meeting is to
13 provide an overview of the Draft EIR/EA, summarize the
14 project, the project alternatives, and the impact
15 determination that has come out of the Draft
16 environmental document. We'll talk about the project
17 schedule and mostly we are really here to listen to your
18 comments so they can be considered in developing the
19 Final EIR/EA.

20 Somebody said to me when people were milling
21 about before, "So do we need to say our comments again?"
22 If you have been at any of our earlier meetings or
23 commented at different times in the process, this is a
24 very special time when the Draft has been released and
25 the comment period through July 26th, so if you have said

1 something before, I really encourage you to say it again
2 or whatever you feel at the moment and really get it on
3 the record at this stage. It is -- it becomes part of
4 the record in the evaluation of the Draft document.

5 So I encourage you to do that; however, unlike
6 some other community update meetings that some of you
7 have seen me run where we will sometimes respond to
8 comments or provide clarification or answer questions,
9 now that the Draft is out, we really can't do that at
10 this stage. So it might be a little bit stilted or
11 awkward when we get to that point.

12 We are here to get your comments on the record.
13 We will listen to them. We will take them back and the
14 responses to the comments really happen in writing when
15 we get to the Final EIR/EA. So I just want to make sure
16 everybody understands that and I hope you're not
17 frustrated with that tonight, but it's the way the
18 process goes.

19 Wilshire Boulevard: It is one of the most
20 important transit corridors in Los Angeles County. There
21 are over 80,000 boardings a day along this corridor,
22 making it one of the heaviest traveled, if not the
23 heaviest traveled, transit corridors in the country.

24 Peak hour bus speeds are under 15 miles an hour
25 along most portions of Wilshire Boulevard. The curb lane

1 street conditions are really poor, and only 15 percent of
2 the vehicles are in the curb lane.

3 Buses right now travel in all the traffic lanes;
4 and as a matter of fact, the rapid buses, because they go
5 a long way between stops, often not only do they get out
6 of the curb lane and the middle lane, but they'll often
7 travel all the way in the center lane and then cut back
8 over. So right now, the buses are traveling in all the
9 lanes.

10 So the goals and objectives going into this was
11 to develop a project that would encourage the shift from
12 automobile use to public transit. We want to improve bus
13 passenger travel times. We want to improve bus service
14 reliability. That's really something that's very
15 important for people, especially who take transit, to be
16 able to know that they can get through an area in a
17 fairly regular time.

18 We want to improve the traffic flow along
19 Wilshire Boulevard. We have the opportunity with this
20 project to repave significant portions of the curb lane
21 along damaged portions of Wilshire Boulevard. I know
22 you've all seen that, and we obviously want to minimize
23 the impacts to existing on-street parking.

24 So there are five alternatives that were looked
25 at. There was the project as it was originally proposed

1 back at the very beginning. I'm going to skip around.

2 There's the No Project Alternative at the
3 bottom. You always have to evaluate these things against
4 if you're doing nothing.

5 We have our Alternative A, which is a truncated
6 project that retains the jut-outs in the area.

7 Basically where we are right now, Rex is going
8 to explain all this in detail. There was another
9 alternative that was an even more truncated project that
10 was rejected because it's not feasible, and there was
11 something called mini bus lanes, which was a very
12 different kind of project that was rejected also because
13 it didn't qualify for the Federal funds.

14 Is that correct, Rex? Okay. Thank you. He's
15 nodding to me. And here he is.

16 MR. GEPHART: Thank you, Jody. And hello to lots of
17 people who I've seen before.

18 So this is actually our third round of public
19 meetings. The -- so I'll start here.

20 We have quite a few slides and quite a few maps
21 and so hopefully the maps and the graphics will help
22 explain a lot of this, but we thought we'd start off with
23 the Proposed Project, and the Proposed Project means this
24 is the project that was originally proposed to the
25 Federal government to get funding. It doesn't

1 necessarily mean it's the proposed project that we're
2 recommending because we aren't recommending any project
3 at this point, but we called it the Proposed Project to
4 keep the Federal government -- the language consistent,
5 and this is the one you've all heard before.

6 I think that we have feedback from the speaker,
7 so I'm going to stand over here.

8 Convert the existing curb lanes to peak period
9 bus lanes. Resurface and reconstruct significant
10 portions of Wilshire Boulevard. Widen Wilshire in a
11 couple of areas. We'll talk about all of this in just a
12 second. Remove the existing jut-outs in this area.

13 Realign the curbs between Malcolm and Comstock.

14 Construct a new eastbound peak period bus lane between
15 Barrington to Bonsall. Barrington to Federal is in the
16 city of Los Angeles. Bonsall to Federal is in the
17 county. Restripe the existing traffic lanes as
18 necessary, because lanes will have to move around a bit
19 so we'll have to restripe them, and install traffic
20 transit signs and pavement markings.

21 What that means is -- and I will -- I think it's
22 best if I stand up here.

23 Starting at the east end -- where are we today?
24 We're about here today (indicating). Starting at the
25 east end, two and a half miles, convert the existing curb

1 lanes. That's what that color means. Convert the
2 existing curb lanes to peak period bus lanes.

3 From Fairfax to Western, about three miles,
4 reconstruct the curb lanes in both directions and some of
5 the adjacent lane. It means feathering into the adjacent
6 lane and then restriping it for a bus lane.

7 Fairfax to Beverly Hills, just convert the
8 existing curb lanes; no reconstruction there. Same thing
9 here (indicating). Convert the curb lanes here.

10 Remove the jut-outs in this area here
11 (indicating) from where we are today down to Malcolm, and
12 then just restripe these or convert the existing curb
13 lanes in this area.

14 In the County of Los Angeles, between Sepulveda
15 and Federal, we would add -- we would add an eastbound
16 bus-only lane between Federal and Bonsall; and then right
17 at Sepulveda Boulevard underneath the freeway, there's a
18 left-turn pocket that goes north on Sepulveda.

19 As you're going east on Wilshire, north of
20 Sepulveda, it's a very short pocket. We want to lengthen
21 that by about 450 or 470 feet because a lot of the cars
22 when they park in that left-turn lane, it's such a short
23 pocket that they back up into the through lanes of
24 Wilshire and create quite a bit of congestion. So we're
25 going to lengthen that left turn pocket here and then

1 widen Wilshire Boulevard between Barrington and Federal
2 just so we have an eastbound lane here that connects with
3 the eastbound lane here, and convert the existing curb
4 lanes to the city of Santa Monica for the rest of the
5 project.

6 Alternative A is the Proposed Project but
7 truncated a bit, but we retain the jut-outs, meaning we
8 do not remove the jut-outs, and this option -- and this
9 (indicating) is a picture of a jut-out, for those who
10 don't know. This is where the land is existing today
11 with trees and shrubbery and this is where it has been
12 cut back in, almost to the sidewalk in that case.

13 In Alternative A, eliminate the bus lane between
14 Valencia Street and South Park. There's a map coming
15 right after this, so I'll show you where those really
16 are, but that's on the eastern end of the project. We
17 would eliminate about point seven miles of the bus-only
18 lane.

19 Second, eliminate the bus lane from
20 approximately 300 feet east of Veteran to the 405
21 Freeway. The reason for that is because -- well,
22 actually, let me go backwards.

23 The reason for the first one is because there
24 are only two lanes of traffic from South Park View east
25 to Valencia and the City of Los Angeles recommended that

1 we not take one of those for a bus lane and leave only
2 one for traffic.

3 In this area, close to the 405 Freeway, between
4 Veteran and mid-block -- I think it's Gayley, we would
5 not put the bus lane in because this is generally where
6 the on- and off-ramps are for the 405 Freeway and we
7 didn't want to -- we didn't want to have the bus lane in
8 exactly the same lane as those cars that are moving off
9 of the 405 or on to the 405. So we could not put a bus
10 lane from the 405 freeway mid-block Gayley/Veteran.

11 Retain the jut-outs between Malcolm and
12 Comstock. Leave them in, trees, everything else, exactly
13 as it is today. Reconstruct additional portions of curb
14 lanes -- reconstruction means redoing the curb lane and
15 lane adjacent to the curb -- half the lane adjacent to
16 the curb lane -- between Fairfax and San Vicente and
17 between then the city of Beverly Hills out to Westholme.

18 What that looks like is from South Park to
19 Valencia, there would no longer be a bus lane. Here we
20 would convert the existing curb lanes and then we would
21 reconstruct Wilshire Boulevard, the curb lanes all the
22 way from Western to the city of Beverly Hills.

23 Then on the other side of Beverly Hills, we
24 would reconstruct the curb lanes all the way to
25 Westholme, convert the existing bus lanes in here

1 (indicating), no longer have the bus lanes right at the
2 405 Freeway in either direction, eastbound or westbound,
3 for about point three miles.

4 And then the rest of this is the same as the
5 previous project where we would just have an eastbound
6 lane here, widen Wilshire in here for an eastbound lane
7 in here, and then convert the lanes from Barrington out
8 to Centinela.

9 So a little bit about the operation: There's
10 nothing that's changed in this from previous versions.
11 We would operate on the weekdays only, not weekends, only
12 in the peak periods, 7:00 to 9:00 and 4:00 to 7:00 p.m.
13 It could be used for right-turning traffic and bicycles
14 because anybody that wants to turn right has to get into
15 that lane to turn right.

16 Buses will be allowed to pass when necessary.
17 This is kind of key because right now the buses are in --
18 well, they can be in all the lanes if they'd like to be
19 and many times you'll see that 720 and the 920 -- that's
20 the express buses -- not in the curb lanes because
21 they're always passing the express buses. So you have
22 the express buses in the curb lanes, the other buses not
23 in the curb lanes. Here, the buses would stay in the
24 curb lanes unless they are at a point to pass one
25 another.

1 When not in operation, meaning every -- all
2 other times except that (indicating), it would be open to
3 traffic or for parking.

4 And then we've tried to put in some special
5 measures, some special attention, to ease the transitions
6 across Los Angeles/Beverly Hills city lanes, meaning we
7 did not bring the bus lanes right up to the edge of
8 Beverly Hills. We ended the bus lanes and we've always
9 ended the bus lanes a bit away from Beverly Hills so that
10 the cars and the buses would have time to merge into the
11 three lanes as those three lanes merge into the city of
12 Beverly Hills where there's already three lanes in each
13 direction.

14 So a summary of the Draft EIR/EA: These are the
15 categories that have no impact as -- and this is all
16 discussed in the EIR as to why no impact. But
17 aesthetics, agricultural/biological resources, geology
18 and soils, hazards and hazardous waste materials --
19 hazardous materials, hydrology and water quality, mineral
20 resources, population and housing, public services,
21 recreation, and utilities. All those would have no
22 impact.

23 Less than significant impacts are air quality,
24 during operation -- we're not going to be adding any more
25 buses to the project -- cultural resources, land use,

1 noise, and circulation and parking.

2 Then as a subset of that, there's less than
3 significant impacts but only with these mitigations:
4 Aesthetics, meaning the loss of trees -- and we're going
5 to talk about all four of these in just a second; air
6 quality during construction, biological resources; noise;
7 and then the one category that is found to have
8 significant impacts is traffic.

9 The -- of the four that I just mentioned, that
10 is, the less significant -- less than significant impacts
11 with mitigations, for the air quality, the mitigations
12 we're talking about during construction are to minimize,
13 reuse, and recycle construction-related waste; minimize
14 grading, earth-moving and other energy-intensive
15 construction practices; where possible, replace trees or
16 landscaping; where possible, use alternative fuel instead
17 of diesel power generators. If we do all those, we do
18 not have an impact.

19 There's considerable mitigation rather to air
20 quality impacts. And by the way, the City and County
21 have agreed to do those, so that's part of the project.

22 The noise mitigations, where possible, use
23 noise-reducing features on construction equipment. Where
24 possible, use electrically powered equipment instead of
25 pneumatic or internal combustion. Use noise-producing

1 signals for safety warning purposes; and no
2 project-related public addresses or music system shall be
3 audible at any adjacent receptor.

4 For aesthetics, where feasible, preserve trees
5 within existing jut-outs or relocate/incorporate them
6 into the landscape plan where space permits. Now, that
7 only applies -- the second bullet here is only necessary
8 with the Proposed Project. There wouldn't be any impact
9 at all because the Alternative A does not remove the
10 jut-outs; therefore, it would not remove the trees or
11 landscaping or anything else, so that would not apply to
12 Alternative A.

13 Biological resources, the nesting of birds, we
14 would net the trees to be removed prior to the typical
15 breeding/nesting season for the birds to prevent birds
16 from inhabiting the trees prior to tree removal and
17 construction. That again would only apply -- as the
18 second bullet, it only applies to the Proposed Project.
19 There is no impact with the project Alternative A because
20 we would not be removing any trees or shrubbery or
21 anything else as part of the project -- excuse me,
22 Alternative A.

23 So on the -- to talk about the impacts, the
24 category that has the significant impacts, which is
25 traffic, you might recall this map -- a very similar map

1 at all the other public meetings which showed all the
2 blue dots, including these with the little red circle
3 around it. But all the blue dots -- there's 74 of them
4 on this map -- are the intersections that we looked at
5 over the last year and a half to see if there would be
6 any impacts in terms of traffic, added traffic congestion
7 or added traffic delay, and these were talked about
8 between the City and County and others to make sure that
9 we were looking at the intersections that could be
10 potentially a problem, 74 of them, and what we found
11 is -- we'll show you the same graphic in a second, but
12 graphics in the back, but of the 74, nine intersections
13 had significant impacts.

14 What, Jody?

15 MS. LITVAK: Change the slide --

16 MR. GEPHART: Well, okay.

17 MS. LITVAK: -- while you're talking about them.

18 MR. GEPHART: The nine intersections that we're going
19 to talk about are the ones that are shown here in red or
20 if it's yellow, it's for the Proposed Project only, or
21 orange is for a Project Alternative only.

22 So if you count the red plus that or plus that,
23 it's the nine intersections that we're going to talk
24 about in just a second.

25 MS. BROWN: How many of those are on the Westside?

1 MR. GEPHART: What do you define as --

2 MS. LITVAK: Sandy, it's coming. Sit tight.

3 MR. GEPHART: Yeah. West of Beverly Hills, you can
4 see --

5 MS. LITVAK: He's going to go through them.

6 MR. GEPHART: So total intersections with either the
7 Proposed Project or Alternative A, 74. 53 or 55 were
8 found to not have any impact, leaving 21 or 19 which have
9 impacts. And of those 21, we're able to fully
10 mitigate -- we'll talk about what those are in just a
11 second -- 12 of the 21, partially mitigate 5, and we
12 found 4 intersections that cannot be mitigated; or 10, 5,
13 and 4 with Alternative A.

14 So what does that mean? We've -- to mitigate
15 some of these intersections, working again with the City
16 of Los Angeles because these are the City of L.A. streets
17 or the County's -- you know, Metro is basically funding
18 this project.

19 Installation -- what we've done is come up with
20 some ideas for installation of upgraded traffic signals
21 to allow protected left or left-turn or additional turn
22 lanes, and I'll talk to you about what that means in just
23 a second. We've targeted some widening to create
24 left-turn lanes, or we're installing -- City of L.A. is
25 installing some new hardware to -- for improved -- for

1 improved real-time adjustment of traffic signals.

2 That's something the City of L.A. has been doing
3 and it's been working extremely well, meaning that if
4 there's traffic congestion at this point, the signal
5 timing adjusts to that point. If three hours later there
6 is no traffic congestion because it might be midday, the
7 signals will adjust to that in terms of real time.

8 So of the 12 intersections that I just mentioned
9 or 12 intersections under the Proposed Project, this and
10 the next page will add up to 12, or 10 under the
11 Alternative A, those intersections -- excuse me. These
12 intersections (indicating) would be mitigated by doing
13 what we suggested over here.

14 In the case of, for example, Barrington and
15 Wilshire, for both projects, we would propose -- the
16 mitigation is right now the signal out there gives a
17 permitted signal where you're allowed to turn left
18 because it has a green ball.

19 What we'd like to do in the City of L.A., and a
20 lot of us have talked about how to do that with the
21 signal timing and all that, there would be a left-turn
22 arrow added so that the cars would be able to move --
23 turn left in this case westbound, going westbound --
24 excuse me -- making a westbound left turn from Barrington
25 onto Wilshire Boulevard. That arrow would allow the cars

1 to turn protected and then it would stay a green ball and
2 the cars could turn left when they are allowed to turn
3 left, when it's safe to turn left. That protected plus
4 permitted allows that intersection to be mitigated. And
5 I should say -- let me say a bit here.

6 The reason that we're coming back a lot later
7 than they thought we were going to come back to the
8 public is because we've had a lot of discussions with the
9 City of L.A. about their thresholds for mitigations and
10 for impacts, and the City of L.A. has very stringent
11 thresholds and we have written this project basically
12 around the City of L.A.'s existing guidelines and
13 thresholds. And so if it does say that it's mitigated,
14 it would be mitigated. And we are -- there are very few
15 tolerances. The tolerances are very small for the City
16 of Los Angeles. So these things that we're proposing to
17 do must meet those thresholds or they're not considered
18 mitigated.

19 So there are those intersections, plus these
20 intersections (indicating) that make up those 12. That
21 would be the other total here for 12 in both columns.

22 In the case of Veteran and Wilshire, eliminate
23 the bus lane from Sepulveda to mid-block between Veteran
24 and Gayley. I mentioned this as an earlier mitigation.
25 It's not an impact with the -- excuse me. It's not an

1 impact with the Alternative A because it is part of
2 Alternative A. It is a part of the project, but we've
3 put it in as a mitigation for this project as well as for
4 the Proposed Project, or we would be adding a northbound
5 right-turn lane or left-turn lanes or in these cases for
6 Fairfax and Crenshaw and Olympic, adding this new -- it's
7 not new, but it's the adaptive traffic control system.
8 That's the one I was talking about earlier where it does
9 change the signal timing based on the amount of traffic
10 out there at any point in the daytime or nighttime.

11 Partially mitigated were the second set that I
12 mentioned earlier. There are five of those nine
13 intersections that we are able to partially mitigate, and
14 these are the five (indicating) and we're able to
15 partially mitigate them by about this percent. We put a
16 range by time of day, up to 10 percent, 93, 60, 20.

17 What we wanted to show is that these are still
18 considered significantly impacted intersections, but we
19 are putting money in to partially mitigate them even
20 though it doesn't count as part of the EIR/EA.

21 In fact, we had to ask the Federal government if
22 we could spend money to do these, to fund these, because
23 they're not fully mitigating an intersection; and the
24 Federal government agreed to allow us to spend some money
25 to at least put these mitigations in to help on these

1 five even though it does not fully mitigate any of them.
2 It would help what we're doing here, upgrading the signal
3 controllers, for example.

4 And retiming that intersection, it is just as
5 simple as that, but these are the physical things we do.
6 And then the City of L.A. is allowed to -- well, not
7 allowed. It's their intersection. It will let them
8 retime that entire intersection.

9 And then the unmitigated intersections, the four
10 that are left -- excuse me. The five -- yeah. The four
11 that are left, four here and four here (indicating) for
12 those two different projects are those. These are what
13 we call the -- these all have significant impacts. There
14 are significant impacts at these four intersections for
15 each of those projects that we cannot mitigate or
16 partially mitigate.

17 So the project schedule: We are here
18 (indicating), the "DEIR/EA to public for review; hold
19 four public hearings," finishing a little bit later
20 actually in June or July.

21 Then we expect there will be a lot of comments
22 that we have to respond to in writing and put those
23 comments into the Final EIR/EA which then has to be
24 reviewed by the Federal government, because the Federal
25 government is going to read your comments, read our

1 responses, and see whether our responses are adequate or
2 not. Hopefully our responses are adequate. If they are,
3 then the FTA would issue a finding of no significant
4 impact approximately September of this year, which means
5 they at that point, the Federal government would allow
6 the project to go forward, but it can't yet at that point
7 because we have to go to Metro to seek approval for the
8 FEIR, and then the City and the County have to approve
9 the project as well because they're our partners and it's
10 their streets. And then hopefully we would be -- the
11 project would be cleared to incur costs in December of
12 this year, which means that the City and the County
13 possibly could start construction by December of this
14 year.

15 And I think that that's now back to Jody.

16 MS. LITVAK: Okay.

17 MS. BROWN: Jody, are you taking questions?

18 MS. LITVAK: No, we can't. This is just comments.
19 You can ask your questions for the record, but we will
20 not be responding to them tonight.

21 Is this on?

22 Okay. So if you loved us tonight, we'll be at
23 Good Sam hospital closer to Downtown tomorrow.

24 Next Tuesday, we will be in the afternoon at
25 Wilshire United Methodist Church, and then next Wednesday

1 back in the evening we'll be not far from there at the
2 Felicia Mahood Center.

3 So, again, this is on the board over here. It's
4 up on the website. So there are a lot of ways to
5 comment. Remember, the deadline is July 26th for this
6 phase. Again, I encourage you to get your comments in if
7 you -- even if you already put them on the record. Now
8 is when you want to do it for this stage.

9 We'll be taking verbal comments tonight and
10 we're going to limit that to two minutes, just to give as
11 many people an opportunity as possible to talk, to keep
12 it fair.

13 Of course as you all know, that's only one of
14 the ways to comment. You can submit written comments to
15 Metro. We have our written comment forms tonight that
16 you may use. You can take them with you. You can send
17 them in by U.S. mail to Martha Butler at Metro,
18 One Gateway Plaza, 99-23-1, Los Angeles, California
19 90012. If you don't remember all that stuff, 99-23-1,
20 Martha Butler, I'm sure if you send it to Wilshire BRT at
21 One Gateway Plaza, 90012, it will find its way to us.
22 Have it postmarked by that time, please.

23 You can e-mail comments to Wilshire BRT at
24 Metro.Net.

25 Okay. So since we have the comment thing up

1 there on the board, I'm going to leave this up here for
2 now. So we're going to talk about -- oh, do you want to
3 put the timer up? Never mind.

4 Ginny's going to put the timer up. It's going
5 to count down on the computer. I'm going to take the
6 cards in the order I have them here.

7 Again, if you want to speak, raise your hand.
8 If you haven't filled out a card or if you have a card
9 that we haven't taken from you, fill it out and we'll
10 take it. I'm going to ask you to come to the microphone
11 over here and we can adjust it up or down.

12 Can I have somebody from the team over here to
13 help with adjusting microphones, someone who isn't Ginny
14 and doing the countdowns, please?

15 Thank you very much.

16 And please get really close to the microphone so
17 we can hear you. Please start by stating your name.
18 Then we'll begin counting down.

19 This lady is here to record your comments, so
20 that's why she's doing that.

21 Oh, good. We have more.

22 I'm going to call two or three people at a time
23 so you can get ready. The first one is going to be
24 Monroe Allen Alexander Jones, followed by Nancy Lawrence,
25 and then Juan Matute.

1 Come over to the microphone. If you are on
2 deck, you can line up. And as I said, get really, really
3 close to the microphone. Okay? Like this (indicating).
4 Don't be talking with it out here. Don't start talking
5 and going like this (indicating). Okay?

6 So Monroe -- and just as a reminder, all we're
7 doing is taking your comments and questions in tonight,
8 unlike, you know, a more informal community meeting.

9 Monroe, go ahead. State your name and then
10 we'll move along.

11 MR. JONES: Hi. My name is Monroe and I'm from the
12 north L.A. County right now and what I wanted to talk to
13 people about is the buses and how crowded they can get
14 sometimes. Sometimes it's a lot of people trying to find
15 a seat and sometimes there are a lot of people in
16 wheelchairs trying to get on the buses and sometimes the
17 wheelchair securement areas can be very, very crowded up
18 sometimes, and not too many people are able to stand up
19 and allow wheelchairs to have their place in the
20 securement areas.

21 So what I was wondering is how many -- how many
22 new buses are going to be put on order right now so we
23 can get more buses on the road and so we can accommodate
24 more wheelchairs and accommodate more people with a
25 disability like myself? So I think what we need to do is

1 try to make an effort to get more buses out there, so
2 that way if people are traveling and they see someone in
3 a wheelchair, they can accommodate that person in a
4 wheelchair.

5 So anything we can do -- I think we can do
6 better at providing more buses for those in wheelchairs.

7 Thank you.

8 MS. LITVAK: Thank you. And I appreciate your
9 questions, but as I said, we're not responding to them
10 tonight.

11 Nancy Lawrence, followed by Juan Matute and then
12 Stephen Resnick.

13 MS. LAWRENCE: Well, as you already heard, my name is
14 Nancy Lawrence and I'm a proud member of the Bus Riders
15 Union and also the Peace and Freedom Party.

16 I like the idea of Alternative A. This is the
17 one we should support. One of the reasons is it doesn't
18 involve cutting off except for one area any of the bus
19 lanes. There is one area that we should not cut off any
20 bus lanes. There is an area where they're trying to
21 eliminate the bus lane from Valencia Street to South Park
22 View street. We should not eliminate any bus lanes. We
23 need to get people out of their cars into the buses.
24 There is a climate change going on on this planet now.
25 We've got to get people out of their cars. Just think

1 about riding, getting more buses, riding in the bus and
2 having time to read a book.

3 It's terrible what we're going through. They're
4 trying to raise our bus fares. And, again, if we can get
5 more people to ride buses, maybe we will have more power
6 to lower those bus fares. But either way, we've got to
7 get people out of their cars. There's gridlock all over
8 the city and even though I live in a more privileged
9 section of town -- I live in Brentwood on Nottingham and
10 San Vicente -- I have to walk for four blocks and if I
11 were on crutches, I don't have a car, I have no way of
12 getting to Wilshire. And, you know, lucky right now I
13 hadn't had an accident.

14 But, again, for the masses of people who are
15 suffering, the masses of people in this town that are
16 poor who are getting poorer because of the economy and
17 also for the climate justice issue and for our ecology,
18 we've got to get out of our cars.

19 We've got to add buses that run on solar power
20 one of these days. We've got to have renewable energy,
21 and this is just a start. So don't cut back on any bus
22 lanes. We've got to get people out of our cars.

23 MS. LITVAK: Thank you.

24 Okay. Juan Matute and then Stephen Resnick and
25 then Ryan Snyder.

1 MR. MATUTE: Hello. My name is Juan Matute.
2 Although I work at UCLA, none of my comments are
3 officially representing UCLA administration.

4 I am a member of Bruins for Traffic Relief,
5 which is a UCLA student/staff organization, and we very
6 much support the bus lane.

7 One of the things I wanted to bring in is kind
8 of the bigger context of this project. Back about 20
9 years ago, UCLA entered into a voluntary agreement to
10 have a trip cap so that its traffic impacts on the
11 surrounding neighborhood were mitigated; and as part of
12 this, there's been kind of a halt to parking spot
13 construction at UCLA, and students and undergraduate
14 students really can't get parking at UCLA, especially if
15 they live on campus. And for graduate students, it's
16 about a thousand dollars a year, which amounts to about
17 10 percent of tuition fees.

18 So consequently, a lot of people are taking the
19 bus. A lot of people are taking the bus as their
20 exclusive way to get around town if they live in the UCLA
21 graduate student housing or in the dorms, and it takes
22 about 90 minutes during these times that we're talking
23 about here to get from UCLA to Downtown to an internship,
24 to a meeting, or something like that. If you're a UCLA
25 graduate student or undergraduate student, you just want

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1 to get some extra experience and that's really time
2 prohibitive, and these lanes would really help facilitate
3 that movement for UCLA students, so we support them.

4 Also, it seems like the cars are getting a whole
5 lot of great features added to about 50 -- or 21
6 different intersections around Los Angeles, and
7 concerning Los Angeles's criteria for significant
8 impacts, you really can't open an ice cream shop in a
9 congested area without creating a significant impact.
10 Does that mean we shouldn't have ice cream shops, or
11 should we reconsider the way we get around?

12 MS. LITVAK: Thank you. Oh, that's how it sounds
13 when it gets to the end. Now you all know.

14 Okay. Stephen Resnick and then Ryan Snyder and
15 Dorothy Le or Lee. And I apologize for anybody's name I
16 butchered, but you'll correct me when you get up there.

17 MR. RESNICK: Thanks, Jody. Stephen Resnick. I'm
18 president of Westwood Homeowners' Association and we have
19 taken the position we oppose the project, or at least the
20 project in the Wilshire Corridor.

21 There is no problem, we feel, in the Wilshire
22 Corridor. There is no traffic there. There are no
23 businesses there or traffic impacts. It's residential
24 with synagogues and churches, and this would impact the
25 residences there because it will -- according to the

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1 Environmental Impact Report in the section I read, it'll
2 eliminate about 140 parking spaces that is now used by
3 the residents and they'll be pushed off into the
4 neighborhoods where there's mostly permit parking. So
5 that -- and there is no mitigation for that in the
6 report, as I recall. And so there'll be a large impact
7 on the residences.

8 It'll take away trees, take away lanes with an
9 extra lane with the jut-outs. There's a new nursery
10 school that's going in on one of the synagogues in the
11 near future. I wonder if that was studied and what
12 impact it could have. That will be right along Wilshire
13 Boulevard, and with the additional noise and traffic and
14 environmental issues.

15 So we don't feel there's an issue there, and
16 time and money could be better spent by adhering to many
17 of the issues that David Lazarus wrote about in the L.A.
18 Times about trying to get more people to ride the bus.

19 Thank you.

20 MS. LITVAK: Thank you. Ryan Snyder, followed by
21 Dorothy Le and Lauren Cole. Go ahead.

22 MR. SNYDER: My name is Ryan Snyder. I live in Park
23 La Brea just off of Wilshire Boulevard, and I'm also a
24 transportation planner.

25 I'm here to support the bus lane project with as

1 much bus lanes as possible. I think that's Project A,
2 but there are some segments of Project A that could use
3 some more bus lanes, and without the jut-outs.

4 I use the bus on Wilshire Boulevard frequently
5 to get to either Downtown or to Westwood or the Westside.
6 I put my bike on the front of the bus sometimes and I can
7 get around just about as fast as I could in the car, but
8 this is not about me and nor should public policy be made
9 that way. We need to think about the many, many
10 residents in this city who cannot get around who are
11 transit dependent, that need better transportation.
12 That's extremely important for them in their daily lives.

13 Second of all, we need to get serious about
14 climate change. We are really entering a very serious
15 period where human survival on this planet is in
16 jeopardy. We cannot be concerned with a little bit of
17 traffic congestion or a little bit of inconvenience with
18 parking when the planet is really in jeopardy. We have
19 to get more serious than this.

20 This is just a beginning. We've got 80,000 bus
21 riders on this corridor and about 80,000 motor vehicles
22 on this corridor. To dedicate one lane to buses is a
23 very, very modest step on the busiest transit corridor in
24 Los Angeles. I think we ought to have this sort of thing
25 on all of our arterial streets so that we really start to

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1 establish a transit network where people can get around
2 in a time-competitive way. And by the way, that's what's
3 important about this bus lane. It makes the bus
4 competitive on time so that more people will choose to
5 take the bus who have cars and for those who don't have
6 cars to get around easier.

7 MS. LITVAK: Thank you.

8 Okay. Dorothy -- huh-uh. Huh-uh. No
9 commenting, one way or another. We're just all here to
10 listen nicely. Thank you.

11 Dorothy Le, followed by Lauren Cole and Sandy
12 Brown.

13 MS. LE: Hi. I'm Dorothy Le from Los Angeles County
14 Bicycle Coalition and I'm also part of the Green L.A.
15 Coalition, which is a coalition of environmental and
16 environmental justice orgs in Los Angeles.

17 The Transportation Working Group, the bus-only
18 lane is one of our three campaign priorities, so we very
19 much support the projects.

20 We are in support of Alternative A, but we would
21 like to emphasize that we'd like the one mile that
22 includes Alvarado, the MacArthur Park stop, to be
23 included because that's the busiest stop there and it's
24 really important. There's a lot of support for the
25 bus-only lane there. So we don't really see a reason why

1 it wasn't included.

2 The other thing is that many cyclists use buses
3 because a lot of locations in Los Angeles and Los Angeles
4 County are too far for people just to bike on their own.
5 So it's really important that there is an increase in the
6 quality and frequency of buses so that people who are
7 biking and busing and using alternative means of
8 transportation are able to do it in a viable way, and we
9 just really support this project and we're in support of
10 anything that can increase the viability of alternative
11 modes.

12 MS. LITVAK: Thank you very much.

13 Lauren Cole, followed by Sandy Brown and then
14 Rose Meltzer.

15 MS. COLE: Hi. I'm Lauren Cole. I'm chair of the
16 Brentwood Community Council Transportation Committee. We
17 have not completed our review of the EIR so these are not
18 official comments. We did provide a letter during the
19 scoping process.

20 From our first review of the EIR, it looks like
21 it was not -- the Draft EIR, it was not adequately
22 studying our area. It's ignored the impacts and has not
23 studied any impacts of any of the streets in Brentwood,
24 including San Vicente, Sunset, and Montana.

25 It also does not take into account any projects

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1 that are pending west of the 405, including the very
2 large project at Bundy and Olympic whose Draft EIR -- or
3 Final EIR did say that streets like Wilshire and Sunset
4 and all the ones in between would be significantly
5 impacted.

6 This study also did not take into account that
7 two of the four corners at Barrington and Wilshire
8 currently are not occupied so there will be projects
9 there as well.

10 We had made other suggestions and requests for
11 the scoping that did not seem to get incorporated into
12 the EIR. There's no analysis showing the net benefits of
13 how many people could take the bus and could be
14 encouraged to take the bus and what their time savings
15 would be versus the impact of the additional time of
16 people sitting in traffic who cannot take the bus.

17 We had also proposed that it be studied having a
18 bus lane starting east of Beverly Hills and not including
19 Brentwood to see whether the time savings would be
20 different, and there was no study done. And we had
21 proposed that the project also look at doing a bus lane
22 in one direction or another, depending on which way the
23 peak hour goes, and that wasn't done.

24 Finally, it seems a little odd that there is no
25 impact on air pollution, given the number of additional

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1 cars that are sitting in traffic.

2 And I think that's all the points I had, so
3 we'll be submitting formal comments before July 26th.

4 MS. LITVAK: Thank you.

5 Sandy Brown and then Rose Meltzer and then Ryan
6 Lehman.

7 MS. BROWN: I'm Sandy Brown. I'm president of the
8 Holmby-Westwood Property Owners' Association.

9 I do support everything that Lauren said before
10 me. I think it's insulting to this community that you
11 would bring this out on the first day of summer, a time
12 when students are gone and the resident population takes
13 off on vacation. So I think that has been very -- a very
14 negative side of when you have brought this thing out.

15 The Westwood homeowners oppose this bus lane in
16 Westwood. We are only looking at Westwood at the time --
17 at this time. We want you to retain the jut-outs, and
18 I'm concerned about the north-south traffic on all of the
19 intersections from Comstock to Selby.

20 I think it's also interesting that you have at
21 least, I counted, about 18 staff members here tonight. I
22 don't know why that is so necessary, but I just think
23 it's appalling to think that 18 staff members -- you
24 probably don't have many more than that from the public
25 who is here as well.

10

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1 I want to correct Juan Matute. UCLA does have
2 parking that is not being used, and if you're not -- if
3 you don't believe that, you can speak to Sam Morabito,
4 Vice Chancellor, and he will tell you that there is a lot
5 of parking at UCLA that is not being used currently.

6 I would also ask that all of my previous
7 correspondence and comments be included as my comments
8 for tonight and that they be included in the Final EIR,
9 as well as comments that will be submitted to the Draft
10 EIR. Thank you.

11 MS. LITVAK: Thank you.

12 Rose Meltzer?

13 While Rose is coming up, this is a good
14 opportunity. If anybody has not yet submitted a speaker
15 card and you would like to, raise your hand or raise the
16 card and we'll come get the card from you or we'll bring
17 you the card, and I'm going to keep asking.

18 Rose Meltzer, followed by Ryan Lehman or Lehman,
19 and he'll correct me, and then Sunyoung Yang.

20 MS. MELTZER: My name is Rose Meltzer. I'm a
21 resident of the --

22 MS. LITVAK: Hang on a second. Stop the clock a
23 second. Get up really close to the microphone.

24 MS. MELTZER: My name is Rose Meltzer and I'm a
25 resident of the Wilshire Corridor for the past 15 years.

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1 I travel the city all hours of the day, a lot in
2 the evening, but I don't have any trouble getting around.
3 Our Wilshire Corridor is fine. People know not to get
4 behind the bus lanes when they're going to stop and they
5 move. It's harder to get to -- through Santa Monica any
6 time of the day or night than it is to get from Westwood
7 to Beverly Glen.

8 So, you know, if you have -- we need the
9 jut-outs and we need for people to be safe. We have a
10 lot of elderly senior citizens on the boulevard that
11 probably shouldn't be driving and do drive. They just
12 need that extra protection.

13 So as a resident, I totally object to putting a
14 bus lane in. It doesn't work. We need all the traffic
15 (sic) we can get. It flows fine. Thank you.

16 MS. LITVAK: Thank you very much.

17 Ryan Lehman or Lehman, and he'll tell me the
18 right way to say that, followed by Sunyoung Yang and then
19 Morgan Wyenn. I'm hoping I'm saying that right. Go
20 right ahead.

21 MR. LEHMAN: Hi. My name is Ryan Lehman --

22 MS. LITVAK: Get up really, really close. We'll
23 start the timer over again.

24 MR. LEHMAN: Hi. My name is Ryan Lehman. I'm a
25 member of the Green L.A. Transportation Work Group and a

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1 resident of the city of Los Angeles.

2 I support the project strongly, especially the
3 Alternative A, with one minor exception. We'd like to
4 see the segment between Valencia and Park View to be
5 included in the project.

6 The passage of Measure R by L.A. County voters
7 shows that the public wants improved mass transit and the
8 Westside has one of the highest levels of traffic
9 congestion anywhere that I know of and there is a lot of
10 research that's been done that shows that adding
11 automobile infrastructure does not alleviate gridlock.
12 It just delays it and it tends to fill up again.

13 As can be demonstrated, I came up here today on
14 the 405 Freeway. Even though billions of dollars were
15 spent widening it, it's still jammed. So obviously we
16 need alternatives to get people out of their cars, and I
17 feel that the improved speed and comfort of the busway by
18 resurfacing the rough parts of Wilshire Boulevard and
19 obviously the increased speed will get people like myself
20 to not drive and to take the bus, you know, some of the
21 time, and that will help everybody in the city with less
22 traffic and cleaner air and all those type of benefits.

23 Finally, I just want to say I'm very impressed
24 with Metro, the extent that they have mitigated the vast
25 majority of the impacts of this project, and their

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1 exhaustive attention to detail shows that Metro has done
2 its homework with respect to this project.

3 MS. LITVAK: Thank you.

4 Okay. Sunyoung Yang, followed by Morgan
5 Wyenn -- she'll correct me -- and then Carol Spencer.

6 MS. YANG: Sunyoung Yang. I'm an organizer with the
7 Bus Riders Union and we have been following this project
8 for the last five years. We are very supportive of
9 Alternative A with one minor exception, which is to
10 include the Valencia to Park View portion.

11 We understand that it's a two-lane street; but
12 given the immense support from the community there, both
13 from the businesses and the residents and the nature of
14 the community there who's very, very transit dependent,
15 we think that the Valencia to Park View portion merits to
16 be a part of the bus-only lane, especially Wilshire and
17 Alvarado is actually where the highest boarding of the
18 720 happens, on Wilshire and Alvarado. And so we really
19 want to make sure that that portion gets included, and
20 especially the last five years. Much of the stakeholders
21 from that community have been very, very, very excited to
22 see this project move forward.

23 So we urge the MTA and the City to include that
24 portion in the revisal.

25 And lastly, I think we just want to commend just

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1 the leadership that the L.A. City and the MTA has shown
2 to move this on schedule; and I think despite the
3 three-month delay, I think the reason why MTA did have
4 this hearing as soon as possible, even if it was in June,
5 was because it was already delayed and we very much
6 appreciate the fact that, you know, this hearing is
7 finally happening, a Draft EIR is out, because there is a
8 time line that has to be kept up with.

9 Thank you.

10 MS. LITVAK: Thank you very much.

11 Morgan, say your last name for me.

12 MS. WYENN: You actually said it perfect, which is
13 pretty rare, Wyenn. So my name is Morgan Wyenn.

14 MS. LITVAK: Okay. Hang on. Followed by Carol
15 Spencer and Ray Klein.

16 All right. Now state your name again and you
17 can start talking.

18 MS. WYENN: My name is Morgan Wyenn and I'm an
19 attorney with the Natural Resources Defense Council, the
20 NRDC. I work on air quality issues here in L.A. so I
21 have a dream job of actually working to clean up the air
22 problems in L.A.

23 On behalf of NRDC, our 1.2 million members and
24 E-activists, including 17,000 members that live here in
25 L.A. County, NRDC supports this project.

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1 I think we can all agree that L.A. is really far
2 from having a sustainable first-class public
3 transportation system that's competitive with cars and I
4 think that this is a project that's in the right
5 direction. It's a step in the right direction.

6 We applaud the leadership that MTA has shown in
7 moving this project forward. We look forward to
8 submitting written comments in the coming weeks and we
9 look forward to the air quality benefits that this
10 program and this project will provide.

11 Thank you.

12 MS. LITVAK: Thank you very much.

13 Carol Spencer, followed by Ray Klein. And while
14 Carol's coming up, after Ray Klein, I have Alek Miller.
15 Alek's speaker card is the last one I've got, but it's
16 not the last one I'll take. So there's still time to get
17 them.

18 Carol, you know to step up really close.

19 MS. SPENCER: My name is Carol Spencer and I wanted
20 to say that our destinations are not usually just east
21 and west. This project does nothing to allow us to get
22 to destinations north and south; therefore, residents in
23 my area may not be able to get out of the cars.

24 I live in the Comstock Hills area, which is
25 between Wilshire Boulevard, Santa Monica Boulevard, and

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1 east of Beverly Glen Boulevard. There are traffic --
2 significant impacts at Beverly Glen and Wilshire,
3 Beverly Glen and Santa Monica, and there's also impacts
4 at Wilshire and Comstock, although they're not on your
5 map, but they were mentioned in the EIR.

6 That Comstock Avenue is the area where Wilshire
7 Boulevard narrows to two lanes, and they said that they
8 would mitigate that traffic by signage to tell the people
9 in the cars that the road was going to narrow, but it
10 would create a backup and there was absolutely no
11 mitigation for that.

12 For those of us living there, our only direct
13 northbound, which is also our eastbound entrance/exit
14 from the Comstock Hills area is on Wilshire at Comstock.
15 That means that we will -- with all the other traffic
16 surrounding us and not being able to turn east on
17 Santa Monica Boulevard, we may become virtual prisoners
18 within our neighborhood during the hours of this BRT.

19 The Wilshire Corridor moves now. I've been
20 watching it all evening. We really don't need to have
21 the BRT in this Wilshire Corridor, and Comstock Hills is
22 very much against having the BRT through this area.

23 And we would like to ask a question. Why was
24 the Wilshire Corridor exempted in 2003 --

25 MS. LITVAK: Carol, hang on. Hang on. Hang on.

17

18

1 Can you stop.

2 Just ask your question and then I've got to stop
3 you, but we'll get it on the record.

4 MS. SPENCER: Okay. Why was the Wilshire Corridor
5 exempted in 2003 and put back in now?

6 MS. LITVAK: Thank you very much.

7 Okay. Ray Klein, come on up, and then
8 Alek Miller. Alek Miller's speaker card is still the
9 very last one I have, but it's not the last one -- can
10 somebody get this from this lady over here (indicating)?

11 Great. I don't know what your name is, but
12 you'll be after Mr. Miller.

13 Go ahead.

14 MR. KLEIN: Ray Klein. I'm required to use up my
15 time by disclosing that I'm chair of the Brentwood
16 Community Council, vice president of the Brentwood
17 Homeowners' Association, a member of the Community Police
18 Advisory Board Transportation Committee, and the West
19 L.A. Rosendahl CD 11 Transportation Committee, but I am
20 not speaking for any of those organizations which have
21 not vetted this project. I'm here speaking individually.

22 I think the project cannot go forward until the
23 traffic study is fixed. I think it's flawed in that
24 there are no intersections which are on that map that
25 were studied northwest of the corner of Wilshire and the

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1 405. I think that's just absurd that the intersections
2 of Montana, Sunset, San Vicente were not even part of the
3 traffic study.

4 There were results -- hopefully someone of the
5 Department of Transportation or Metro studied what
6 happened when there was a temporary bus lane on Wilshire
7 between Federal and Centinela a few years ago, and that
8 that didn't just all go away. I was trying to find out
9 from staff whether anyone studied what happened during
10 that period of time, particularly north of Wilshire, and
11 I wasn't getting satisfactory answers. But those results
12 need to be brought back in. We need to know what they
13 were.

14 And instead of level of service at
15 intersections, which is a part flaw of the traffic study,
16 someone from UCLA said, How long will it take to get from
17 UCLA to Downtown? That's what's meaningful to people. I
18 understand that, how much shorter you think the bus will
19 be.

20 What we want to know is what is the difference
21 of the time for buses and the difference of the time to
22 drive during p.m. peak between Santa Monica and
23 Beverly Hills after this project goes in. That's what's
24 meaningful to ordinary people instead of traffic
25 engineers.

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1 Thank you.

2 MS. LITVAK: Thank you.

3 Alek Miller, and then Penny Hooper is now the
4 last speaker card I have, but I will take more. So let
5 us know if you'd like to speak.

6 Go ahead. Get up close.

7 MR. MILLER: Hi. My name is Alek Miller and I am
8 just here as an individual that lives in the Miracle Mile
9 and I'm here to offer my enthusiastic support for this
10 project.

11 I realize that folks are worried about traffic
12 and congestion, but as the report says, only 15 percent
13 of vehicles actually travel in the curb lane during those
14 peak hours and I don't imagine that those 15 percent are
15 really going to suffer because of this. And meanwhile,
16 transit riders and the transit dependent like myself and
17 my 72-year-old father are really going to -- that's going
18 to be a boon to people like us because we'll be able to
19 predict our travel times and, for goodness sakes, our air
20 will clear up just a little bit more.

21 And also, imagine the time saved when buses
22 aren't weaving in and out of traffic and cars refuse to
23 let the buses pass.

24 And I realize that Carol also said that this
25 doesn't address north-south traffic, but what a wonderful

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1 step in the right direction if we can figure out
2 east-west; right?

3 Thank you.

4 MS. LITVAK: Thank you very much.

5 All right. While Ms. Hooper comes up, that's
6 the last one I've got, but I will ask again.

7 Okay. Go right ahead.

8 MS. HOOPER: My name is Penny Hooper. I'm a resident
9 of the Wilshire Corridor. Most of my neighbors who have
10 already spoken have expressed why I too am opposed to
11 this project, but I wanted to add a couple more comments,
12 one being from what I can see, the Wilshire Corridor,
13 that part that extends from where we are now to
14 Beverly Hills, is the only residential area in this
15 project. And I have to express my concern about having
16 this kind of a project go through a residential area
17 whereas, as has been expressed before, where homes --
18 these are our homes. There are churches, there are
19 temples, there are assisted living and nursery schools in
20 the area.

21 I live right overlooking Wilshire Boulevard and,
22 trust me, the new double buses are very noisy. When they
23 first came out, I had to register a complaint about the
24 noise they made. They still make the noise. It doesn't
25 seem to make any difference if you express it, that it

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1 really affects your lifestyle.

2 I am concerned about the trees that will be
3 removed because that's one of the things that does
4 protect us from the air pollution that comes right up to
5 our windows.

6 So I would like you to consider if you can close
7 it from Beverly Hills, why can't you extend it a little
8 bit farther? Although I am proposed (sic) to this
9 project as a whole, I think there should be some
10 consideration given to the residential area.

11 Also, I was listening to the mitigations and
12 from what I can see from the mitigations, most of those
13 were projects that L.A. City already had planned anyway
14 or had been slowly being done, including the repairs of
15 the street; yes, slowly, we don't know how long it would
16 take you to do it, and there was a word that made we very
17 uncomfortable with the mitigations, and that was "where
18 feasible." That gives you a lot of leeway.

19 Thank you very much.

20 MS. LITVAK: Thank you.

21 Are there other speaker cards to have? Okay.

22 So please get your comments in by July 26th.
23 And, again, there's all the ways to comment over there
24 (indicating). If you want to turn in written comments
25 tonight, please hand them in to us if you brought them

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1 with you.

2 We do have the Fact Sheet and tomorrow evening
3 we'll be much closer to Downtown L.A. at Good Sam
4 Hospital. Thank you all very much for coming.

5 July 26th, July 26th, July 26th is the deadline,
6 and that will conclude the public hearing for tonight.

7 (Proceedings concluded at 7:30 p.m.)
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PUBLIC HEARING NO. 1
June 21, 2010 - Westwood Presbyterian Church

Response to Comment No. PH1-1

Buses are scheduled on every corridor, including Wilshire Boulevard, to meet passenger demand. The implementation of bus lanes on Wilshire Boulevard would not only help reduce passenger travel times, but, most importantly, the improved travel times would remain relatively constant over time due to the separation of the bus lanes from mixed-flow traffic. LACMTA believes this would help with the overcrowdings since there would be less bus bunching and passenger loads more evenly distributed. These improved travel times and consistencies would allow for improved operating efficiency, including better wheelchair accommodation, and the ability to provide more trips without the need to increase the existing fleet size. There are currently no plans to purchase new buses specifically for the Wilshire corridor at this time. The commenter is encouraged to contact a Metro Passenger Relations Representative at (213) 922-6235 or (800) 464-2111 or by e-mail at customerRelations@metro.net for questions/suggestions regarding the current bus service.

Response to Comment No. PH1-2

This commenter supports the proposed project and urges adoption of Alternative A with the inclusion of the segment between Valencia Street and Park View Street; the comment has been noted and will be forwarded to the decision makers for their consideration.

Please refer to Master Response No. 7 regarding the request to include the segment between Valencia Street and Park View Street in Alternative A.

Response to Comment No. PH1-3

This commenter supports the proposed project; the comment has been noted and will be forwarded to the decision makers for their consideration.

Response to Comment No. PH1-4

This commenter opposes the proposed project; the comment has been noted. Please refer to Master Response No. 5 concerning access to residential buildings along Wilshire Boulevard between Comstock Avenue and Malcolm Avenue, Master Response No. 6 concerning removal of on-street parking, and Master Response No. 8 regarding the exclusion of the segment between Comstock Avenue and Veteran Avenue from the proposed project.

Response to Comment No. PH1-5

Please refer to Master Response No. 11 regarding removal of street trees, Master Response No. 15 regarding the impacts of bus speeds on churches and schools, and Master Response No. 18 regarding noise and vibration impacts from buses running closer to residential structures.

Response to Comment No. PH1-6

The commenter's opposition to the project has been noted and will be forwarded to the decision makers for their consideration.

Response to Comment No. PH1-7

This commenter supports the proposed project and urges adoption of Alternative A with the inclusion of the segment between Valencia Street and Park View Street; the comment has been noted and will be forwarded to the decision makers for their consideration.

Please refer to Master Response No. 7 regarding the request to include the segment between Valencia Street and Park View Street in Alternative A.

Response to Comment No. PH1-8

This commenter supports the proposed project and urges adoption of Alternative A with the inclusion of the segment between Valencia Street and Park View Street; the comment has been noted and will be forwarded to the decision makers for their consideration.

Please refer to Master Response No. 7 regarding the request to include the segment between Valencia Street and Park View Street in Alternative A.

Response to Comment No. PH1-9

Please refer to Master Response No. 1 for an explanation of how study intersections on these streets were identified, Master Response No. 10 regarding the anticipated shift of riders from automobiles to public transit and the public benefit, and Master Response No. 8 regarding the delays in both directions.

Response to Comment No. PH1-10

With respect to the question regarding peak commute times, the Draft EIR/EA states on page 4.1-15 that "...drivers respond to changes in speed and capacity of the roadway network. If a roadway's capacity is reduced, as is the case along Wilshire Boulevard, traffic will divert to other routes that may offer faster travel times..." Air quality impacts, including impacts in the Sepulveda Boulevard to Comstock Avenue area, were evaluated in the Draft EIR/EA consistent with SCAQMD prescribed evaluation criteria. Impacts were found to be less-than-significant.

Response to Comment No. PH1-11

The commenter's opposition to the project has been noted and will be forwarded to the decision makers for their consideration.

In consideration of comments received during the public review of the Draft EIR/EA, LACMTA and LADOT are considering Alternative A (Truncated

Project Without Jut-Out Removal) as the preferred alternative. Accordingly, LACMTA and LADOT staff are recommending adoption of this alternative to the LACMTA Board, the Los Angeles City Council, and the Los Angeles County Board of Supervisors. This alternative would result in the retention of the jut-outs.

Response to Comment No. PH1-12

Comment noted.

Response to Comment No. PH1-13

Please refer to Master Response No. 5 concerning access to residential buildings along Wilshire Boulevard between Comstock Avenue and Malcolm Avenue and Master Response No. 8 regarding the exclusion of the segment between Comstock Avenue and Veteran Avenue from the proposed project.

Response to Comment No. PH1-14

This commenter supports the proposed project and urges adoption of Alternative A with the inclusion of the segment between Valencia Street and Park View Street; the comment has been noted and will be forwarded to the decision makers for their consideration.

Please refer to Master Response No. 7 regarding the request to include the segment between Valencia Street and Park View Street in Alternative A.

Response to Comment No. PH1-15

This commenter supports the proposed project and urges adoption of Alternative A with the inclusion of the segment between Valencia Street and Park View Street; the comment has been noted and will be forwarded to the decision makers for their consideration.

Please refer to Master Response No. 7 regarding the request to include the segment between Valencia Street and Park View Street in Alternative A.

Response to Comment No. PH1-16

This commenter supports the proposed project; the comment has been noted and will be forwarded to the decision makers for their consideration.

Response to Comment No. PH1-17

Please refer to Master Response No. 8 regarding the exclusion of the segment between Comstock Avenue and Veteran Avenue from the proposed project and Master Response No. 16 regarding the traffic flow from Beverly Hills.

Response to Comment No. PH1-18

Please refer to Master Response No. 8 regarding the exclusion of the segment between Comstock Avenue and Veteran Avenue from the proposed project.

Response to Comment No. PH1-19

Please refer to Master Response No. 1 for an explanation of how study intersections on these streets were identified.

Response to Comment No. PH1-20

Please refer to Master Response No. 4 regarding the differences between the proposed project and the Bus Lane Demonstration Project.

Response to Comment No. PH1-21

Based on the implementation of the Wilshire/Whittier Metro Rapid in June 2000, bus travel times were reduced by an average of 29% and transit ridership increased by almost 40%. A passenger survey conducted following the implementation of the Wilshire/Whittier Metro Rapid indicated that one-third of the ridership increase was from those new to public transit. In consideration of comments received during the public review of the Draft EIR/EA, LACMTA and LADOT are considering Alternative A (Truncated Project Without Jut-Out Removal) as the preferred alternative. Accordingly, LACMTA and LADOT staff are recommending adoption of this alternative to the LACMTA Board, the Los Angeles City Council, and the Los Angeles County Board of Supervisors. Currently, it takes approximately 48 to 52 minutes on Metro Rapid Line 720 to travel along Wilshire Boulevard between Park View Street and Centinela Avenue during the a.m. peak hours. It takes approximately 48 to 65 minutes during the p.m. peak hours. Not only would the bus lanes help improve bus travel times but, more importantly, service reliability would be improved as well since travel times would remain relatively constant over time due to the bus lane's separation from mixed-flow traffic. Accordingly, one-way bus travel times are expected to improve by up to 15 minutes on Metro Rapid service alone. The bus lanes would also benefit Local Line 20, which operates 29% slower (on average) than the Metro Rapid Line 720 during peak hours. Based on the speed improvements experienced with the Metro Rapid Program to date, one-way bus passenger travel times are expected to improve by up to 15 minutes on Metro Rapid service alone.

Response to Comment No. PH1-22

This commenter supports the proposed project; the comment has been noted and will be forwarded to the decision makers for their consideration.

Response to Comment No. PH1-23

Please refer to Master Response No. 8 regarding the exclusion of the segment between Comstock Avenue and Veteran Avenue from the proposed project,

Master Response No. 13 regarding cut-through traffic in adjacent residential areas, Master Response No. 14 regarding pedestrian safety, and Master Response No. 15 regarding the impacts of bus speeds on churches and schools.

Response to Comment No. PH1-24

Please refer to Master Response No. 11 regarding removal of street trees.

Response to Comment No. PH1-25

Please refer to Master Response No. 8 regarding the exclusion of the segment between Comstock Avenue and Veteran Avenue from the proposed project.

Response to Comment No. PH1-26

Any mitigation measure required to mitigate project impacts are included as part of the overall Wilshire BRT Project and project funding, a majority of which is federal dollars. The mitigation measures identified in the Draft EIR/EA will be implemented prior to the opening of the bus lanes.

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PUBLIC HEARING #2
BEFORE THE METRO

WILSHIRE BUS RAPID TRANSIT PROJECT TEAM

Public Hearing in the Matter of:)
)
WILSHIRE BUS RAPID TRANSIT (BRT))
DRAFT ENVIRONMENTAL IMPACT)
REPORT/ENVIRONMENTAL ASSESSMENT)
_____)

TRANSCRIPT OF PROCEEDINGS

Los Angeles, California

Tuesday, June 22, 2010

Reported by:

MARCENA M. MUNGUIA,
CSR No. 10420

Job No.:
B5020NCO

BEFORE THE METRO
WILSHIRE BUS RAPID TRANSIT PROJECT TEAM

Public Hearing in the Matter of:)
)
WILSHIRE BUS RAPID TRANSIT (BRT))
DRAFT ENVIRONMENTAL IMPACT)
REPORT/ENVIRONMENTAL ASSESSMENT)
_____)

TRANSCRIPT OF PROCEEDINGS, taken at
Good Samaritan Hospital, Moseley Salvatori
Conference Center, 637 Lucas Avenue, Los Angeles,
California, commencing at 6:15 p.m.
on Tuesday, June 22, 2010, heard before the
METRO WILSHIRE BUS RAPID TRANSIT PROJECT TEAM,
reported by MARCENA M. MUNGUIA, CSR No. 10420,
a Certified Shorthand Reporter in and for
the State of California.

APPEARANCES:

Metro Presenter: REX GEPHART
Director
Regional Transit Planning
Metro

Facilitator: JODY FEERST LITVAK
Manager
Regional Communications Programs
Metro

The Interpreter: Alex Varela

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Maria Paz	39
Javier Farfan	41

1 Los Angeles, California, Tuesday, June 22, 2010

2 6:15 p.m.

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4
5 MS. LITVAK: All right. I've got 6:15 on my watch,
6 so we're going to get started.

7 Is there anyone here tonight who is going to
8 need simultaneous translation into Spanish?

9 I think you've already picked up a few people,
10 but if there's anyone else, let us know and we'll take
11 care of you.

12 Do you want to repeat that in here for the whole
13 group.

14 (Translation in Spanish)

15 MS. LITVAK: Great. So we're going to start this
16 public hearing now. Thank you very much.

17 This is the public hearing for the Draft
18 Environmental Impact Report/Environment Assessment for
19 the Bus Rapid Transit Project. And because it's a public
20 hearing, I have to read this rather long statement, so I
21 appreciate you bearing with me.

22 The Wilshire Bus Rapid Transit Draft
23 Environmental Impact Report/Environmental Assessment was
24 released on June 10th, 2010 along with the notice of
25 intent to hold the public hearings. The notice of intent

1 to hold the public hearing was published in the
2 Los Angeles Times and filed with the Los Angeles County
3 clerk.

4 Copies of the Draft EIR/EA to be made available
5 for public review between June 10th and July 26th were
6 distributed to the Felipe de Neve Library at 2820 West
7 Sixth Street; the Pio Pico Koreatown Library at 694 South
8 Oxford Avenue; the Memorial Library at 4625 West Olympic
9 Boulevard; the Beverly Hills Public Library at 444 North
10 Rexford Drive; the Westwood Library at 1246 Glendon
11 Avenue; the West Los Angeles Regional Library at 11360
12 Santa Monica Boulevard; and the Donald Bruce Kaufman
13 Brentwood Library at 11820 San Vicente Boulevard.

14 In addition, CDs of the document were
15 distributed by U.S. mail to 46 agencies and
16 organizations. Display ads about the public hearing were
17 published in Our Weekly, Garment and Citizen, Downtown
18 News, Korea Times, and the online version of the Daily
19 Bruin. Copies of the press notice about the release of
20 the Draft EIR/EA and these hearings were sent to a
21 distribution list of over 60 media organizations.

22 The Draft EIR/EA and information about the
23 hearings was posted on Metro's website. Information
24 about the release of the Draft EIR/EA and the hearings
25 was also printed in brochure form and distributed widely

1 on Metro buses and trains as well as hand delivered at
2 key locations in the study area. The brochures were also
3 sent by U.S. mail to 759 addresses in the study database.
4 This same information was also sent electronically to a
5 list of 867 e-mail addresses in the database. All of
6 these materials included information about how to find
7 the Draft EIR/EA, as well as more information about the
8 Wilshire -- I'm sorry. Let me start that sentence over.

9 All of these materials included information
10 about how to find the Draft EIR/EA, as well as more
11 information about the Wilshire BRT on the web.

12 Affidavits of publication and copies of detailed
13 mailing lists are available at Metro's Record Management
14 Center located on the Plaza at One Gateway Plaza,
15 Los Angeles, California 90012. They may also be
16 requested by sending an e-mail to RMC at Metro.net.

17 Tonight's proceedings are being recorded by a
18 court reporter and will be submitted as a part of the
19 public record. When you are called to the microphone,
20 before you begin your statement, please state your name
21 clearly for the record. You will have two minutes to
22 complete your statement, and I just want to add for
23 anybody needing translation, we'll double that time to
24 four minutes.

25 If you have a written statement, you are

1 encouraged to leave a copy with a member of our team.
2 Oral and written statements will be considered equally.

3 In order for your comment to be considered as a
4 part of the public record, your comments must be received
5 by Metro before the close of the comment period. The
6 close of the comment period is July 26th, 2010.

7 Information on how to submit your comments after tonight
8 is shown on the Board over there (indicating) and is
9 available on the website, Metro.Net/Wilshire.

10 Thank you. Okay. Now we're going to get
11 started.

12 A few things by way of housekeeping. We have a
13 fair amount of information for you tonight, and I talked
14 about this. If you want to speak tonight, you can fill
15 out the speaker's card. If you have a card and you
16 haven't turned it in yet, just fill it out and wave it
17 about like this (indicating) and somebody with a badge
18 will come and get it from you. If you haven't filled out
19 a card and you decide you want to speak and you don't
20 have one, raise your hand and we'll bring one and then
21 take it back from you when you fill it out.

22 We also have these forms (indicating) available
23 for you to write public comments to us. You can
24 certainly give them to us in writing on another piece of
25 paper. I encourage you to take these with you tonight.

1 There's a mailing address at the bottom so you can send
2 them in to us after tonight, but, again, please by the
3 comment deadline, July 26th. And also, we have this Fact
4 Sheet for the project. So I invite you to take a look at
5 that. And this is all on the website.

6 I just want to take a moment and note that this
7 is a very busy time throughout Los Angeles with a lot of
8 transportation planning going on; and the hearings we're
9 holding for the Wilshire BRT are overlapping with a
10 series of community meetings we're holding for the
11 Westside subway extension. There are three more of those
12 meetings next week and these brochures are on the table
13 out front; and if you're interested, I'd invite you to
14 pick those up as well.

15 And with that, we're going to get to the
16 presentation. Like I said, I'm Jody Litvak.

17 This is Rex Gephart. He's going to be talking
18 to you. And, again, it's a big room. Come on down
19 front, everybody. You don't have to, but we invite you
20 to.

21 So the Wilshire Bus Rapid Transit, or BRT, the
22 EIR/EA, Environmental Impact Report/Environmental
23 Assessment, is being prepared jointly with the Federal
24 Transit Administration as the lead agency under NEPA.
25 I'll talk about what that is in a minute.

1 Metro -- I'm from Metro -- is the lead agency
2 under CEQA. We are also partnering with the City of
3 Los Angeles and the County of Los Angeles, who are both
4 responsible agencies because they operate the streets
5 within their jurisdictions. Both the City and the County
6 of L.A. have jurisdiction over portions of Wilshire
7 Boulevard where this takes place.

8 And I'd like to welcome Calvin Chow from the
9 City of L.A. Where is he? He's representing them
10 tonight. So thank you very much for coming.

11 Okay. So a little bit about both the State and
12 Federal Environmental Review: CEQA, the California
13 Environmental Quality Act, is something we have to
14 satisfy for State requirements. Metro and the L.A. City
15 Department of Transportation, or LADOT, determined that
16 an Environmental Impact Report, or EIR, was the
17 appropriate way to do that; and because this is a project
18 that is receiving Federal funds, we also have to comply
19 with NEPA, the Federal requirements. It is the Federal
20 partner to CEQA, if you will. And the Federal Transit
21 Administration, or FTA, which I talked about being the
22 lead agency, determined that an Environmental Assessment
23 was the appropriate level of environmental review at the
24 Federal level.

25 So we are -- we have prepared a Draft EIR/EA.

1 So tonight we're going to give you an overview
2 of what's in the Draft EIR/EA. We're going to summarize
3 the project, the project alternatives, and the impact
4 determination that has occurred as a part of this
5 analysis. We'll let you know about the project schedule.
6 Most importantly, we're here to listen to your comments
7 and questions so they can be considered in developing the
8 Final EIR/EA. But I want to make sure you know that we
9 are not and we cannot tonight respond to your questions
10 or respond to your comments.

11 So that may be frustrating for you and I
12 apologize, but the nature of this process at this time is
13 during this public comment period is really to take all
14 the comments in and then we will develop all the
15 responses. They'll be available in writing when the
16 final document comes out later on, and Rex will let you
17 know when that is.

18 Just hold it up (indicating). They'll come and
19 get it from you. Thank you very much.

20 So let's talk a little bit about Wilshire
21 Boulevard, the context for where we are. It is one of
22 the most important transit corridors in Los Angeles
23 County. There are over 80,000 bus boardings a day in
24 that corridor with -- making it one of the busiest, if
25 not the busiest, bus corridor in the whole United States.

1 Peak hour bus speeds are under 15 miles an hour
2 in most areas of Wilshire Boulevard. I think you don't
3 need me to tell you that and probably some of you are
4 going, "God, 15 miles an hour would be great. Where does
5 that happen?"

6 The condition of the pavement primarily in the
7 curb lane is really poor and actually only 15 percent of
8 the vehicles use the curb lanes, so the traffic is not
9 evenly distributed across the lanes.

10 Buses today, whether it's the local 20, the
11 rapid 720, the rapid express 920, or the Santa Monica
12 buses, or there's a lot of other buses that travel
13 Wilshire, they travel in all the traffic lanes, and the
14 rapid buses usually use the center lanes. So when I say
15 "all the lanes," they might be in the curb lane, although
16 not often because of the curb condition. They may be all
17 the way over or may be in the center lane. So they're
18 moving in and out of traffic a lot, especially the rapid
19 and the rapid express buses, because they get all the way
20 over and then come back over because they've got some
21 length to go.

22 So the goals and objectives that we had for the
23 City and County of L.A. and also for the FTA who are
24 funding this were to develop a project that would help
25 shift people from the automobiles into public transit,

1 improve bus passenger travel times, improve service
2 reliability, improve the traffic flow along Wilshire, fix
3 the curb lanes along a lot of the damaged portions of
4 Wilshire, and minimize the impacts to the existing
5 on-street parking.

6 Five alternatives -- I'm going to mention the
7 bottom one first, the No Project Alternative. When you
8 do these kind of analyses, you have to -- you have to
9 evaluate it against what's called No Project, which is
10 what if we do nothing?

11 There is the Proposed Project, which for those
12 of you who were with us at the beginning during the
13 scoping was what we talked about, and we're going to
14 review these this with you.

15 We have an alternative that we've developed as a
16 result of doing this study. Alternative A, which is a
17 somewhat truncated project but retains the jut-outs in
18 the Westwood area, and Rex will be talking about that.

19 There were two other alternatives that we looked
20 at and we have since rejected. There was an alternative
21 project that was an even more truncated project. It
22 turns out that isn't feasible, which is why it was
23 rejected; and the same with the mini bus lanes, which was
24 not really a bus lane project. It had segmented bus
25 lanes and a bunch of other things, and that also didn't

1 fit within the requirements we needed to meet.

2 And with that, I think I'm going to turn it over
3 to Rex and then I'll be back at the end.

4 MR. GEPHART: Thank you, everybody. I'm going to
5 stand up here because I may need to point at some maps to
6 make it easier for everybody.

7 Welcome. And some of you were here the last
8 time, maybe -- I don't know -- about six months or maybe
9 a year ago, because this is the third set of public
10 meetings we've had. So I will go through the details of
11 the project and explain everything I can and then we'll
12 show you what happens next.

13 The Proposed Project, as Jody mentioned earlier,
14 this is what was proposed to the Federal government. It
15 doesn't mean it's the Proposed Project. It doesn't mean
16 that it's our proposed alignment at this point. There
17 are several alignments, but we called this one the
18 Proposed Project. And it is converting the existing curb
19 lanes to peak period bus lanes, resurfacing or
20 reconstructing significant portions of Wilshire
21 Boulevard. We'll show you where these portions of
22 Wilshire Boulevard are. There's a map following this in
23 just a second.

24 Widen Wilshire Boulevard in a couple of areas.
25 Removing the existing jut-outs, and those we'll talk

1 about in a second. Those are out further west of here
2 closer to Westwood Boulevard where the street juts out a
3 little bit in different areas and there's trees in these
4 areas and other places that it's cut back. The curb is
5 cut back right next to where the jut-out is, and we're
6 going to remove those jut-outs and realign the curbs
7 between Malcolm Avenue and Comstock.

8 Construct a new eastbound peak period bus lane
9 between Barrington Avenue and Bonsall, and that's out
10 west of the 405 Freeway. Bonsall is basically where the
11 Veterans Administration building is or hospital is.

12 Restripe the existing traffic lanes as necessary and
13 then install traffic and transit signage and pavement
14 markings.

15 Well, this is bigger than yesterday, which I'm
16 sure you still cannot read these because these are
17 difficult to read. So the map of what I just mentioned,
18 in this area (indicating) -- see, we're about out --
19 yeah. We're about right here (indicating), I believe,
20 close to this area almost at the end of this alignment,
21 and this is Valencia. This is Wilshire Boulevard.

22 In this segment here (indicating) from Valencia
23 to Western, we would be just converting existing curb
24 lanes to peak period bus lanes, from Western to
25 Fairfax --

1 MS. LITVAK: Rex, I'm sorry. I have to interrupt
2 you.

3 For those of you getting the Spanish
4 interpretation, is it coming through? Yeah? Okay.
5 Okay. Great. We just needed to do a check.

6 MR. GEPHART: From Western to Fairfax, we would
7 reconstruct Wilshire Boulevard along the curb lane.

8 MS. LITVAK: Go ahead.

9 MR. GEPHART: Are you having fun?

10 MS. LITVAK: Yeah. We just have a little hardware
11 problem. We're going to switch it out.

12 MR. GEPHART: From Western to Fairfax, reconstruct
13 the curb lane and part of the adjacent lane. This is in
14 both directions; and if you've ridden buses or driven
15 down this area, you know that the curb lanes are just in
16 very bad shape.

17 And then from Fairfax to the Beverly Hills city
18 limits, just convert the existing curb lanes. We would
19 not reconstruct the street. We'd convert the existing
20 bus lanes.

21 From the Western edge of Beverly Hills to
22 Comstock, convert the existing bus lanes. From Comstock
23 down to Malcolm, this is what I just mentioned earlier.
24 This is where those jut-outs are that we would remove and
25 add a bus lane in that area -- excuse me. Add a bus lane

1 in this area (indicating).

2 And then from Malcolm to -- it's even hard for
3 me to see this, but from Malcolm all the way to -- let's
4 see. Yeah. Excuse me. Where are we, right in here?
5 Malcolm to Sepulveda, convert the existing bus lanes
6 right in here; and then from Sepulveda to Federal, which
7 is in the County of Los Angeles, we would be restriping
8 Wilshire Boulevard and taking a little bit, about -- a
9 little bit, maybe four or five feet, on each side of
10 Wilshire from the existing sidewalks and adding an
11 eastbound lane in this area from Sepulveda to Federal.

12 Then from Federal to Barrington, widen Wilshire
13 in this area just a couple -- just two blocks in here and
14 create an eastbound bus lane; and then from Barrington to
15 the end of the corridor, which is Centinela, convert the
16 existing curb lanes into bus lanes.

17 So hopefully that was decently clear. We'll go
18 over this in just a second with another map because we
19 have an Alternative A that we're proposing as well.

20 And, again, this is what's called -- we call it
21 a truncation of the project and retaining the jut-outs.
22 The first bullet, we eliminate the bus lanes between
23 Valencia Street to South Park View Street. That's the
24 last point seven miles of that map that I just showed you
25 on the eastern end. Eliminate the bus lane from

1 approximately 300 feet east of Veteran Avenue to the 405
2 Freeway.

3 That is just east of the 405 Freeway. The
4 reason being that the on- and off-ramps to the 405
5 Freeway are the curb lanes and we did not want to have
6 the buses competing with the cars as they're entering and
7 exiting the 405 Freeway. So we're not going to put the
8 bus lane within -- well, close to -- it's about point
9 three miles from mid-block Veteran and Gayley to the 405
10 Freeway. That area would not have bus lanes in either
11 direction. Retain the jut-outs between Malcolm
12 Avenue and Comstock. That means not removing those
13 jut-outs, leaving the trees, leaving the parking,
14 everything that is out there today, but then taking that
15 money that we would have used to remove the jut-outs and
16 reconstructing additional portions of Wilshire Boulevard
17 from Fairfax to San Vicente and from the Western boundary
18 of the city of Beverly Hills all the way to Westholme
19 Avenue. And what that means, basically the differences
20 are we would truncate the very end of this project, point
21 seven miles here (indicating), reconstruct all the way
22 from Western Boulevard to the city of Beverly Hills,
23 reconstruct from the other side of Beverly Hills all the
24 way to Malcolm -- excuse me -- Westholme, so all the curb
25 lane of Wilshire Boulevard both directions would be

1 reconstructed where you see this blue color.

2 And then from -- what is this here (indicating)?
3 Westholme -- excuse me. From Westholme to Comstock,
4 leave the jut-outs as they are today, not construct the
5 bus lane here in this area right close to the 405
6 Freeway, basically from Veteran to Sepulveda, and then
7 the remainder of the project remains the same.

8 So we have the Proposed Project and
9 Alternative A.

10 The bus-lane operations, it will only operate on
11 the weekdays only in the peak periods, 7:00 to 4:00 p.m.
12 It can be used by right-turning traffic and bicycles when
13 the bus lane is in operation because cars will need to
14 get into the bus lane to turn right at streets -- at
15 intersections, rather.

16 Buses will be allowed to pass when necessary.
17 The one nice thing about a bus lane -- one of the nice
18 things about a bus lane is that the buses will not be in
19 any of the other lanes. They will be in that bus lane
20 almost all the time and they will only be out of that bus
21 lane when they're passing other buses, as opposed to
22 today where buses are in many different lanes. They may
23 be in the middle lane or in the fast lane or the slow
24 lane, depending on whether they're passing one another or
25 whatever. But the bus lane, they'll be restricted

1 basically to operate in the bus lane except in passing.

2 And then the bottom one, special measures to
3 ease transitions from Los Angeles city and the
4 Beverly Hills city limits. We did not bring the bus
5 lanes up to the border of Beverly Hills on either side,
6 not right up to the border of Beverly Hills, because it
7 would have made the transition from the bus lane, which
8 is a bus lane plus two lanes of traffic, difficult when
9 the cars go into Beverly Hills where there's three lanes
10 of traffic.

11 So we have stopped the bus lane -- okay. I
12 don't know exactly how far away, but four or five blocks
13 or two or three blocks away from Beverly Hills on both
14 sides to allow cars and buses to merge together as they
15 enter or exit Beverly -- the city of Beverly Hills.

16 Okay. I don't think I skipped one -- yes.

17 Okay. So a summary of the Draft EIR: There are
18 a lot of categories in an Environmental Report that we
19 must investigate and review and try to understand whether
20 there are impacts or no impacts in these different
21 categories, and the categories listed here will have no
22 impact as a result of this project. That is the
23 aesthetics, agricultural resources, biological resources,
24 geology and soils -- this is all along Wilshire
25 Boulevard -- hazards and hazardous materials, hydrology

1 and water quality, mineral resources, population and
2 housing, public services, recreation, and utilities.

3 But there are some areas that would have less
4 than significant impacts. They would not have no impact,
5 but they would have less than significant. And a
6 significant impact is what is important to the Federal
7 and the State governments. They want to know if you have
8 significant impacts that cannot be mitigated.

9 In this case, there are five areas here that
10 will have less than significant impacts. That's air
11 quality during the operation of the bus system, cultural
12 resources -- excuse me -- during operation of the buses
13 when the bus lane is open; cultural resources, land use,
14 noise, circulation and parking.

15 And then there are three categories that will
16 have less than significant impacts but with mitigations,
17 and those are aesthetics -- and in this case, the
18 aesthetics is the loss of trees. There would be no
19 impact, for example, in the Alternative A where we
20 will -- we would not be removing trees if we don't remove
21 those jut-outs. The trees would remain and everything
22 that is out there today would remain as is. Air quality
23 during construction, we have construction mitigations and
24 biological resources. We have some mitigations
25 associated with nesting of the birds.

1 So we have come up with some mitigations that
2 are acceptable that would allow these three categories to
3 remain as less than significant impacts.

4 The one category that remains as a significant
5 impact, though, is traffic, the last one, which we'll
6 talk about in just a second.

7 So the mitigations that I was just mentioning
8 for air quality, to make sure that the air quality is
9 mitigated and is less than significant, we would
10 minimize -- and by the way, "we" means the City of
11 Los Angeles and the County of Los Angeles, because the
12 City of Los Angeles and the County of Los Angeles are the
13 ones that are constructing the project. Metro is
14 basically the funding agency for the project, but of
15 course it's being built by the City and the County.

16 They would minimize, reuse, and recycle
17 construction-related waste; minimize grading,
18 earth-moving and other energy-intensive construction
19 practices; where possible, replace trees or
20 landscaping -- and that would happen in the Proposed
21 Alternative -- excuse me -- the Proposed Project where we
22 would be removing the jut-outs and the trees.

23 In this case, we would be obligated to replace
24 the trees and landscaping; and then where possible, use
25 alternative fuel instead of diesel power generators.

1 For noise mitigations, where possible, use
2 noise-reducing features on construction equipment. Where
3 possible, use electrically powered equipment instead of
4 pneumatic or internal combustion powered equipment; and
5 then use noise-producing signals for safety warning
6 purposes only; and no project-related public address --
7 that is calling people -- or music system shall be
8 audible at any adjacent receptor.

9 With respect to aesthetics, where feasible,
10 preserve the trees within existing jut-outs or
11 relocate/incorporate them into the landscape plan where
12 space permits. And this is only necessary with the
13 Proposed Project. There's no impact with Project
14 Alternative A because we would not be removing the
15 jut-outs with Project Alternative A.

16 And then the biological resources, we would net
17 the trees to be removed prior to the typical
18 breeding/nesting season for birds to prevent birds from
19 inhabiting the trees prior to tree removal and
20 construction, and this would not be an impact either with
21 Project Alternative A because we would not be removing
22 the trees.

23 On the traffic side, though, where we do have
24 some impacts, this is a map and we showed this map last
25 time, very similar to this map. This is a map where --

1 let's see here. We've got the 10 Freeway on the bottom,
2 the 405 out on the left side of this map, the 110 is over
3 here somewhere (indicating) and -- on the right side of
4 the map, and the blue dots are the intersections that we
5 studied traffic impacts as part of the study. And there
6 are 74 of these intersections that we looked at all
7 throughout West Los Angeles.

8 Of the 74 intersections that we looked at or
9 reviewed and evaluated, nine of the intersections -- and
10 you'll see those nine are the blue dot like up here at
11 San Vicente -- excuse me, Sunset and Veteran. It's a
12 blue dot surrounded in a red circle or an orange circle
13 or a yellow circle. There are nine intersections for the
14 Proposed Project and for Alternative A that do have
15 significant impacts, and we'll talk about those in just a
16 second.

17 So a little summary here: We studied 74
18 intersections in both the Proposed Project and
19 Alternative A. 74 intersections studied. 53 or 55 did
20 not have any impacts whatsoever, but 21 in the Proposed
21 Project and 19 in the Alternative A were impacted. But
22 of those 21, 12 we have come up with mitigations.

23 We worked with the City of Los Angeles to come
24 up with mitigations to make those less than significant
25 now, and 10 for the project -- excuse me --

1 Alternative A. Five of the intersections, we were able
2 to develop partial mitigations, and that left four
3 intersections for each project which we were not able to
4 mitigate at all. And I'll show you those in just a
5 second.

6 The mitigations we're talking about in general
7 are installation -- these are the mitigations for those
8 traffic -- traffic mitigations for those intersections.

9 Installation of upgraded traffic signals to
10 allow protected left-turn or additional turn lanes -- and
11 I'll explain that a little bit further in a second --
12 targeted widening to create turn lanes; installation of
13 new hardware for improved real-time adjustment of the
14 traffic signals.

15 The LADOT City of Los Angeles basically has
16 developed some hardware that allows the signals to adjust
17 at different times of the day. If there's more traffic
18 and a certain direction needs more green time, the
19 signals will allow that to happen if it can happen; and
20 then maybe an hour or two or four hours later, that much
21 green time for those signals might not be needed in that
22 direction. They might be needed in the other direction,
23 and the signaling will change in what we call real time,
24 to allow that change to happen.

25 So -- I don't know why I keep pressing the wrong

1 button. Good. Okay.

2 So to go over those 12 intersections that I
3 mentioned of the Proposed Project or 10 intersections of
4 Alternative A, we -- on all these intersections here
5 (indicating), there are 12 on both this table and the
6 next table added together.

7 But on this table, we are proposing the
8 protected/permitted signalization as the mitigation for
9 these intersections. And what this means is that today
10 if you drive out to Barrington and Wilshire and you are
11 going to -- and you're on Barrington going -- making a
12 westbound left turn, you will see just a green circle for
13 the traffic signal, and that means that it's permitted to
14 turn left when you can turn left; but what we're
15 proposing is to add a protected phase to that permitted
16 phase, which means that when you're at the signal getting
17 ready to turn left, it'll have a left-turn arrow that
18 allows cars to turn as soon as that arrow shows and then
19 it'll change to a green ball is what it's called so the
20 other cross-traffic -- the traffic coming at you would
21 then be able to go, and you'd be able to turn left when
22 it is safe to turn left.

23 So there would be a protected and a permitted
24 phase at Barrington and Wilshire, and that would be these
25 different -- you'd have to see these westbound going

1 left. Beverly Glen and Olympic, Sepulveda and Pico,
2 Highland and Third, Alvarado and Sixth, Highland and
3 Wilshire, La Brea and Olympic, and Highland and Olympic.

4 And then -- I really don't know where to point
5 this (indicating). And then for the remaining
6 intersections that we're proposing mitigations, at
7 Veteran and Wilshire, we would eliminate the bus lane
8 from Sepulveda mid-block to between -- excuse me --
9 between Veteran and Gayley, and that was that little
10 point three miles that I was talking about earlier just
11 east of the 405 Freeway. You don't see it as a
12 mitigation for the Alternative A because we're proposing
13 it as part of that project. It would be a mitigation for
14 the Proposed Project because we're not proposing it as
15 part of that project other than a mitigation here. So
16 that's that same little area just east of the 405
17 Freeway. We would not put a bus lane there.

18 At Beverly Glen and Wilshire, we would add a
19 right-turn lane. Westwood and Santa Monica, add a
20 left-turn lane. Bundy and Olympic -- and by the way,
21 this -- the way to read this is Beverly Glen, we would
22 add the right-turn lane at Wilshire. Westwood, we would
23 add the left-turn lane at Santa Monica.

24 So you have to read these -- it's a little bit
25 difficult, but -- all this, by the way, is in the EIR if

1 you want to read about it exactly.

2 Adding a left-turn lane at Bundy and Olympic.
3 Fairfax and Olympic, we would install this adaptive
4 traffic control system; and Crenshaw and Olympic, the
5 same thing. That's the adaptive traffic control system.
6 That's what I was talking about earlier where the traffic
7 control system adapts to the traffic at that time in
8 terms of the traffic congestion.

9 Then there are five intersections that we're
10 proposing partial mitigations: Bundy and Wilshire,
11 Veteran and Santa Monica, Westwood and Olympic, Fairfax
12 and Wilshire, and La Brea and Wilshire. And we're
13 proposing these different mitigations: Upgrading the
14 traffic signal controllers -- that's the computers out at
15 each intersection -- and a few other things here,
16 upgrading the vehicle detection systems. And we would
17 not be able to mitigate them 100 percent, but we would be
18 able to mitigate them up to maybe 10 percent at
19 Bundy/Wilshire or up to 93 percent at
20 Veteran/Santa Monica.

21 Again, they're not fully mitigated, but we did
22 ask the Federal government to see if we could mitigate
23 these as much as we could and they said, Fine.

24 So five of the intersections will be partially
25 mitigated and then that leaves us with four

1 intersections, these four for the Proposed Project: That
2 is, Veteran and Sunset, Overland and Santa Monica,
3 Westwood and Pico, and Overland and Pico for the Proposed
4 Project; and then the top four intersections for
5 Project -- excuse me, Alternative A that we have no
6 mitigations for at all.

7 Project schedule: We are right here in this box
8 approximately (indicating), and that's where we're
9 holding four public hearings. We held one last night,
10 tonight, two next week and then we would -- we're
11 listening to everyone's comments and we're gathering
12 everyone's comments as you send them in, and Jody's going
13 to tell you how to do that in a second, and it's a 45-day
14 public review period of the EIR, as -- where Jody
15 mentioned it is, all the libraries. And when we get
16 everybody's comments together at the end of this 45 days,
17 we will incorporate them into the Draft EIR and make a
18 Final EIR/EA and submit it to the Federal government, who
19 then, because this is Federally funded, they read your
20 comments and they read our responses and they tell us
21 whether we did a good job or not in terms of responding
22 to it. If we didn't, then they send it back and they
23 want good responses from us to all of your questions and
24 comments.

25 If we are able to, or when -- I would hope we

1 would be able to answer all the comments to the FTA's
2 satisfaction -- then the FTA would issue what they call a
3 finding of no significant impact; and as far as the
4 Federal government is concerned, we would be able to move
5 forward with this project. However, from the State's
6 side, we still have to go to Metro, the agency, and seek
7 approval of the Final EIR/EA, which we would like to do
8 this October. And then we have to go to the City of L.A.
9 and the County because they're the agencies that are the
10 responsible parties, and that's what Jody mentioned
11 earlier, and they're responsible because they're building
12 this bus-only lane. That would happen hopefully in
13 November.

14 If all three agencies approve the project --
15 excuse me -- the FEIR/EA, then we could start
16 construction as early as this December. Fast schedule; a
17 lot to do.

18 And I'll turn it back to Jody.

19 MS. LITVAK: Thank you. I just want to make a point
20 to note that the presentation is not yet up on the
21 website, but I hope it will be fairly soon; and when it
22 is, if we have your e-mail address and you're in our
23 database, we'll send something out to everybody saying
24 that Yes, in fact, it's up on the website and you can
25 find it there.

1 Let me turn this on. Okay. Let me double-check
2 again, all of you who are getting the Spanish
3 interpretation, you're hearing this okay? Everyone's
4 okay? All right. Great.

5 So, yeah, we were in Westwood last night, we're
6 here with you tonight, and then we don't have any
7 meetings the rest of the week. We're going to be at
8 the -- next Tuesday we'll be at the Wilshire United
9 Methodist Church, kind of just the other side of
10 Crenshaw, a little bit west of here. And then next
11 Wednesday, we go all the way out to the other side of the
12 405.

13 So how to comment: Again, we'll do the verbal
14 comments tonight and we'll talk about that in just a
15 moment, but they'll all be recorded by this lovely lady
16 court reporter over here (indicating) and --

17 I turned it on, thank you.

18 You can also submit your written comments to
19 Metro. As I said, you can use the comment form tonight,
20 but you don't have to. You can send it to us anyway.
21 You can mail them to Martha Butler, Metro, One Gateway
22 Plaza, 99-23-1, Los Angeles, California 90012.

23 If you don't remember all of that, I'm sure if
24 you send it to Metro Wilshire BRT at One Gateway Plaza,
25 the mailman's pretty good. It will find its way to us.

1 But get it in the mail postmarked by July 26th, please.
2 Earlier is better, and you can e-mail it of course to
3 WilshireBRT at Metro.net.

4 Where do I point this? Well, it doesn't really
5 matter anyway.

6 So we're going to do the comments and -- I don't
7 know -- I maybe have a half dozen cards here.

8 Does anyone else want to speak? Anyone have
9 cards for me? I'm going to keep asking.

10 The speaker's going -- you see this timer here?
11 It's going to count down for two minutes. If we are
12 translating for you, it will count down for four. So if
13 you're coming up and need translation, just signal that
14 to me and we'll adjust accordingly. You can come up to
15 the microphone up here (indicating).

16 Please state your name clearly into the
17 microphone and then we'll start counting down your time.
18 Again, I want to remind you ask your questions, give us
19 your comments, but we cannot respond tonight. All of
20 that will go into the comments and then we will
21 respond -- excuse me -- in the Final.

22 And then a little bit about microphones. For
23 those of you who aren't used to working with them, I want
24 you to get really close to the microphone. We don't want
25 it down here (indicating). We don't want you to start

1 talking and turn your head. You came tonight to give
2 your comments and we really, really want to hear them.
3 We're going to have somebody come up and help adjust the
4 microphone if you need help adjusting it up or down.

5 I'm going to call you -- I'm going to call one
6 person and then I think I'm going to call the next person
7 so you can get ready and wait over here (indicating) and
8 be ready to go.

9 Our first speaker -- and let me just say the
10 other reason I want you to state your name into the
11 microphone is because if I really mangle your name, I
12 apologize, but you'll tell me the right way to say it.

13 Sonissa Norman, followed by Armando Mejia, and
14 remember to let me know if you need translation coming
15 up. And Sonissa's not letting me know she needs
16 translation so she should be fine. But get up nice and
17 close, please, to the microphone.

18 MS. NORMAN: Hello. My name is Sonissa Norman. Can
19 you all hear me back here? Close enough? Okay.

20 I am a bus rider and I'm a proud bus rider with
21 the Bus Riders Union. I wanted to say that I do support
22 Alternative A for the bus-only lane. I do wish that the
23 City eventually could include, though, Alvarado/Westlake
24 area only because I have did my studies there at the UCLA
25 neighbor studies in that area and it is congested. It's

1 a group of people always walking, like I said, a mile a
2 minute and I think they do deserve in some kind of way,
3 shape, or form to include a bus-only lane there.

4 I do ride the bus most frequently. I've tried
5 taking my car. It's not beneficial for me trying to find
6 parking, pay for parking, and it's just not workable.
7 It's not doable at all. That's why I really, really
8 support the bus-only lane and I hope that MTA and the
9 City of L.A. consider that as well.

10 Thank you so much.

11 MS. LITVAK: Thank you very much.

12 MS. NORMAN: What?

13 MS. LITVAK: What?

14 MS. NORMAN: I thought somebody said something.

15 MS. LITVAK: Okay. That's fine.

16 Armando Mejia? Let us know for translation --
17 yes, translation?

18 MR. MEJIA: No, not at all.

19 MS. LITVAK: And after you is going to be Joshua
20 Clayton. Go right ahead.

21 MR. MEJIA: Good evening. And thank you for holding
22 this important community meeting. I'm an urban
23 researcher and a planner and I have conducted research in
24 this community for a couple of months and I wanted to
25 give you some feedback on the EIR.

1 First of all, I'd like to ensure that the
2 Alternative A is the one that is adopted, so I'd like to
3 support that and also urge you to consider including
4 Park View to Valencia, including Alvarado, as a portion
5 to be serviced under this alternative.

6 This is going to be very important for a lot of
7 reasons, one of which is the fact that this community has
8 been underinvested and has been so neglected in the past
9 years. This alternative will provide the transit
10 services that it will need in order for it to function
11 more economically viably.

12 This is an important intersecting point for the
13 City and the Corridor. This is the section of the city
14 where you connect to the Metro and also to many bus
15 lines.

16 In addition, the investment in services to this
17 particular section of the Corridor will have very
18 important environmental and economic extra normalities.
19 There are many small businesses that operate in the area
20 and with more people walking and patronizing those
21 businesses, we're likely to see a more economically
22 viable neighborhood.

23 In addition, there are some healthy facts, one
24 of which is this project will improve the walkability of
25 those who are in the neighborhood.

1 So in sum, I'd like to encourage MTA and the
2 City and the County to adopt Alternative A for the
3 economic, environmental, and health reasons that I have
4 highlighted, and also to specifically look at the service
5 needs of the Alvarado and Valencia and Park View section
6 of the Corridor, which is in dire need of services now
7 and would likely to be so in the future.

8 So thank you very much.

9 MS. LITVAK: Thank you very much.

10 Joshua Clayton, followed by Rosa Miranda.

11 Oh, no, Steve. What did you do?

12 MS. LITVAK: That's as high as it goes. Go ahead.

13 MR. CLAYTON: Good evening. My name is Joshua
14 Clayton. I am a bus rider who rides through the
15 Westlake/MacArthur Park area. I am looking forward to
16 this project moving forward.

17 I like the recommendations for Alternative A
18 proposed in the Draft EIR. The one I -- the one request
19 that I have is that the City include the Alvarado area.
20 The portion from Valencia to Park View is the very
21 critical point where bus-only lanes can move the buses
22 along during traffic when we need it the most.

23 Why they should include the Westlake/MacArthur
24 Park area is because the area has many transit users
25 living and commuting there. My neighborhood deserves

1 this economic investment by the City. They've been
2 historically neglected by improvements like the bus-only
3 lane.

4 I support a walkable community that focuses on
5 people on transit, less pollution; and other reasons are
6 quicker transit times to my destinations, less loitering
7 time so I look less suspicious.

8 I urge you to include the portion of the
9 Valencia Park View as part of Alternative A. I would
10 like to see the bus-only lane implemented as soon as
11 possible.

12 Thank you.

13 MS. LITVAK: Thank you very much.

14 Okay. Rosa Miranda? And translation, so we'll
15 give you four minutes.

16 And then, Alex, do you come up for this?

17 MR. VARELA: Sure.

18 MS. LITVAK: Because our court reporter has to get
19 that. So hang on a minute.

20 You know to stop periodically so you give him a
21 moment to translate for you.

22 MS. MIRANDA: Good afternoon. My name is Rosa
23 Miranda and I am a member of the Passengers Union and I'm
24 a resident of Westlake.

25 I am very excited about this project and I agree

1 with the recommendations of Alternative A. The only
2 change I suggest is that the MTA and the City will
3 include the section of Valencia and Park View because I
4 would like for them to incorporate the stop at Alvarado
5 and Wilshire. This street is one of the ones that has
6 the most boardings. It connects to Metro, to Line 200,
7 603, the 720, Dash, and at Park View we don't have these
8 connections.

9 And as a resident of Park View, I urge you to
10 include this stop because my family and I, as residents,
11 we use this boarding or this stop a lot.

12 We want a community that is more sustainable
13 with less pollution and more public access, public
14 transport access. I would like you to -- I urge you to
15 include the portion of Alvarado from Valencia all the way
16 to Park View in this project.

17 I would like for this project to be implemented
18 as soon as possible. Thank you.

19 MS. LITVAK: Thank you very much.

20 Okay. And then I got so excited for someone
21 needing translation, I forgot to announce the next
22 person, Javier Farfan. Passes? Okay. I'll give him
23 another chance at the end.

24 Then Yvonne or Ivone Mendoza, followed by
25 Maria Paz. After Maria Paz, I don't have any more

4

1 speaker cards, but I'm happy to take more. And of course
2 Mr. Farfan can change his mind if he'd like.

3 Go ahead.

4 MS. MENDOZA: Hi. My name is Ivone and I am a bus
5 rider for Westlake/MacArthur Park area.

6 I am looking forward to this project moving
7 forward. I like the recommendations for Alternative A
8 proposed in the Draft EIR. The one concern I have is
9 that the City include the Alvarado area of the portion
10 from Valencia to Park View. It is a very critical point
11 where bus-only lanes can move the buses along during
12 traffic when we need it the most.

13 I urge you to include that portion of Valencia
14 to Park View as part of the Alternative A. I would like
15 to see the bus-only lane implemented as soon as possible.

16 Thank you.

17 MS. LITVAK: Thank you very much.

18 Maria Paz? Get up really close.

19 MS. PAZ: Good evening. My name is Maria Paz and I
20 am a resident of Los Angeles, the west. I'm a user as a
21 passenger of buses and I am excited for this project to
22 move ahead.

23 I agree with the recommendations within
24 Alternative A and I'm asking for the same thing that the
25 other people requested, for them to include the section

5

6

1 of Valencia from -- to -- from Park View to Alvarado
2 Street within the project.

3 This community of -- this MacArthur community is
4 one of the areas of the city that there is more bus
5 transit than anywhere else. There are many users or
6 passengers who use this area and they should be included
7 in this project. The bus lane is very important. It's a
8 very important investment in order to improve our
9 community.

10 When historically the City has left us without
11 any projects, I want a community that is more sustainable
12 for the environment, free of pollution. We want a
13 community with fewer cars or autos and more accessible
14 transportation for walking and using other ways that
15 don't pollute. I would like to see this project being
16 implemented between -- from Valencia to Park View, within
17 the project.

18 Thank you very much for your attention.

19 MS. LITVAK: Thank you very much.

20 Mr. Farfan, have you changed your mind?

21 UNIDENTIFIED SPEAKER: Yeah. No. He still --

22 MS. LITVAK: That is the last card I have. Is there
23 anyone else who wants to speak tonight? Yes? Now he
24 does? Yeah?

25 Okay. Come on up. And, Alex, he can use you.

6

1 MR. FARFAN: Good evening. My name is Javier Farfan
2 and I very seldom travel to this area when we go to
3 Santa Monica, but it's very pretty and if you are going
4 to make improvements, I would really appreciate it. And
5 I really don't have much of an opinion, but this would be
6 a great improvement and it's understandable that the
7 people who are requesting this are people who are hard
8 workers, who depend on the system, and what you are
9 proposing is a very good thing.

10 Thank you very much.

11 MS. LITVAK: Thank you very much.

12 All right. After Mr. Farfan, is there anyone
13 else who would like to come up and give us their comments
14 verbally tonight?

15 Okay. So I will let you go in a minute. I just
16 want to say a couple more things.

17 First of all, next Tuesday we're at Wilshire
18 United Methodist Church, a little bit west of here. I'm
19 looking up at Ginny. We're going to have Spanish and
20 Korean translation at that meeting.

21 MS. BRIDEAU: Yes.

22 MS. LITVAK: So please join us at that meeting or
23 next Wednesday on the other side of the 405 Freeway at
24 the Felicia Mahood Senior Center on Santa Monica
25 Boulevard.

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And, again, please continue to send your comments in to us in writing by U.S. mail, or by e-mail, or get on our website and click on "Contact Us." But to be considered as a part of these official public comments at this stage, we need to get them or they need to be postmarked by July 26th.

And with that, I will thank you all for giving us time on a weeknight. I know it's a long day for all of us. So thank you very much. Good evening.

(Proceedings concluded at 7:13 p.m.)

PUBLIC HEARING NO. 2
June 22, 2010 - Good Samaritan Hospital

Response to Comment No. PH2-1

This commenter supports the proposed project and urges adoption of Alternative A with the inclusion of the segment between Valencia Street and Park View Street; the comment has been noted and will be forwarded to the decision makers for their consideration.

Please refer to Master Response No. 7 regarding the request to include the segment between Valencia Street and Park View Street in Alternative A.

Response to Comment No. PH2-2

This commenter supports the proposed project and urges adoption of Alternative A with the inclusion of the segment between Valencia Street and Park View Street; the comment has been noted and will be forwarded to the decision makers for their consideration.

Please refer to Master Response No. 7 regarding the request to include the segment between Valencia Street and Park View Street in Alternative A.

Response to Comment No. PH2-3

This commenter supports the proposed project and urges adoption of Alternative A with the inclusion of the segment between Valencia Street and Park View Street; the comment has been noted and will be forwarded to the decision makers for their consideration.

Please refer to Master Response No. 7 regarding the request to include the segment between Valencia Street and Park View Street in Alternative A.

Response to Comment No. PH2-4

This commenter supports the proposed project and urges adoption of Alternative A with the inclusion of the segment between Valencia Street and Park View Street; the comment has been noted and will be forwarded to the decision makers for their consideration.

Please refer to Master Response No. 7 regarding the request to include the segment between Valencia Street and Park View Street in Alternative A.

Response to Comment No. PH2-5

This commenter supports the proposed project and urges adoption of Alternative A with the inclusion of the segment between Valencia Street and Park View Street; the comment has been noted and will be forwarded to the decision makers for their consideration.

Please refer to Master Response No. 7 regarding the request to include the segment between Valencia Street and Park View Street in Alternative A.

Response to Comment No. PH2-6

This commenter supports the proposed project and urges adoption of Alternative A with the inclusion of the segment between Valencia Street and Park View Street; the comment has been noted and will be forwarded to the decision makers for their consideration.

Please refer to Master Response No. 7 regarding the request to include the segment between Valencia Street and Park View Street in Alternative A.

Response to Comment No. PH2-7

This commenter supports the proposed project; the comment has been noted and will be forwarded to the decision makers for their consideration.

BEFORE THE METRO

WILSHIRE BUS RAPID TRANSIT PROJECT TEAM

Public Hearing in the Matter of:)
)
WILSHIRE BUS RAPID TRANSIT (BRT))
DRAFT ENVIRONMENTAL IMPACT)
REPORT/ENVIRONMENTAL ASSESSMENT)
_____)

TRANSCRIPT OF PROCEEDINGS, taken at
Wilshire United Methodist Church, 4350 Wilshire
Boulevard, Los Angeles, California, commencing
at 2:15 p.m., on Tuesday, June 29, 2010, heard
before the METRO WILSHIRE BUS RAPID TRANSIT
PROJECT TEAM, reported by MARCENA M. MUNGUIA,
CSR No. 10420, a Certified Shorthand Reporter
in and for the State of California.

APPEARANCES:

Metro Presenter: REX GEPHART
Director
Regional Transit Planning
Metro

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Metro

Spanish Interpreter: Gabriela Rondero

Korean Interpreter: Laura Sun Woo

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1 Los Angeles, California, Tuesday, June 29, 2010

2 2:15 p.m.

3
4
5 MS. LITVAK: My name is Jody Litvak. I'm with Metro.
6 Thank you very much. Joining me in the presentation
7 today is Rex Gephart in the back, who's waving his hand.
8 He'll be coming up in a little bit.

9 Before we get into the meat of everything,
10 because this is a public hearing, I have to read this
11 official rather long statement, and so I thank you for
12 your indulgence. And if you bear with me, I'll do that
13 and then we'll get into the meat of things.

14 The Wilshire Bus Rapid Transit Draft
15 Environmental Impact/Environmental Assessment was
16 released on June 10th, 2010 along with the notice of
17 intent to hold the public hearings. The notice of intent
18 to hold the public hearing was published in the
19 Los Angeles Times and filed with the Los Angeles County
20 clerk.

21 Copies of the Draft EIR/EA to be made available
22 for public review between June 10th and July 26th were
23 distributed to the Felipe de Neve Library at 2820 West
24 Sixth Street; the Pio Pico Koreatown Library at 694 South
25 Oxford Avenue; the Memorial Library at 4625 West Olympic

1 Boulevard; the Beverly Hills Public Library at 444 North
2 Rexford Drive; the Westwood Library at 1246 Glendon
3 Avenue; the West Los Angeles Regional Library at 11360
4 Santa Monica Boulevard; and the Donald Bruce Kaufman
5 Brentwood Library at 11820 San Vicente Boulevard.

6 In addition, CDs of the document were
7 distributed by U.S. mail to 46 agencies and
8 organizations. Display ads about the public hearing were
9 published in Our Weekly, Garment and Citizen, Downtown
10 News, Korea Times, and the online version of the Daily
11 Bruin. Copies of the press notice -- excuse me. Copies
12 of the press notice about the release of the Draft EIR/EA
13 and these hearings were sent to a distribution list of
14 over 60 media organizations.

15 The Draft EIR/EA and information about the
16 hearings was posted on Metro's website. Information
17 about the release of the Draft EIR/EA and the hearings
18 was also printed in brochure form and distributed widely
19 on Metro buses and trains as well as hand delivered at
20 key locations in the study area. The brochures were also
21 sent by U.S. mail to 759 addresses in the study database.
22 This same information was sent electronically to a list
23 of 867 e-mail addresses in the database. All of these
24 materials included information about how to find the
25 Draft EIR/EA, as well as more information about the

1 Wilshire BRT on the web.

2 Affidavits of publication and copies of detailed
3 mailing lists are available at Metro's Record Management
4 Center located on the Plaza at One Gateway Plaza,
5 Los Angeles, California 90012. They may also be
6 requested by sending an e-mail to RMC at Metro.net.

7 Tonight's proceedings are being recorded by a
8 court reporter and will be submitted as a part of the
9 public record. When you are called to the microphone,
10 before you begin your statement, please state your name
11 clearly for the record. You will have two minutes to
12 complete your statement.

13 If you are going to need translation, we will
14 give you four minutes for your statement. Please notify
15 us when you're coming up that you will need translation.
16 If you have a written statement, you are encouraged to
17 leave a copy with a member of our team. Oral and written
18 statements will be considered equally.

19 In order for your comment to be considered as a
20 part of the public record, your comments must be received
21 by Metro before the close of the comment period. The
22 close of the comment period is July 26th, 2010.
23 Information on how to submit your comments after tonight
24 is shown on the Board over here (indicating) and is
25 available on the website, Metro.Net/Wilshire.

1 Thank you.

2 We also want to take note especially and
3 welcome -- we very much appreciate it when our elected
4 representatives follow along with the work we're doing or
5 send their representatives.

6 So I'd like to welcome Nikki Ezhari from
7 Councilman Tom LaBonge's office who is here today. Thank
8 you and welcome. Did you want to say anything or are you
9 here to listen?

10 MS. EZHARI: I'm here to listen.

11 MS. LITVAK: Okay. She's here to listen.

12 And thank you for the water, Ginny.

13 It's a really, really busy time, especially on
14 the Westside. In addition to the release of the Draft
15 EIR/EA for the Wilshire BRT, we are -- we have not yet
16 released the Draft EIS/EIR for the Westside subway
17 extension, but we have a series of community meetings
18 going on and we have some of these on the table. We've
19 done three so far, but there's one tonight in
20 Beverly Hills -- it's a long day for me -- and another
21 one Thursday evening in Santa Monica. So we invite you
22 to attend those as well. Information is on the web.

23 We also have at the table for you a Fact Sheet
24 about the project, which will give you an overview. I
25 invite you to pick that up. This should also be posted

1 on the web. The presentation that we're going to go
2 through is also up on the web and I invite you to see
3 that.

4 If you wish to comment today, please fill out
5 this card (indicating). You should have picked one up on
6 the way in. If you didn't and you want one now or at any
7 time while we're here this afternoon -- maybe you don't
8 think you want to say something, but you might feel so
9 motivated in a little while -- just raise your hand and
10 someone will bring one to you, or if you have one and you
11 haven't turned it in yet, just fill it out and wave it
12 about and someone will come and take it from you and will
13 bring it up to me, and we'll take your comments later on.

14 You may also leave us written comments. We have
15 these forms available. You are not required to put your
16 written comments on these forms. You can send them into
17 us however you want.

18 You might want to pick one up with you as you go
19 because our address is on here. So if you leave today
20 and later tonight or tomorrow or next week, you have a
21 brilliant thought that you weren't able to share with us,
22 please fill this out and get that in to us.

23 Okay. With that, I'm going to grab the clicker
24 and we're going to get started into the meat of the
25 presentation, which is why you are all here today.

1 Okay. So the EIR, Environmental Impact
2 Report/EA, which stands for Environmental Assessment, is
3 a joint document that's prepared jointly by the Federal
4 Transit Administration. They are the lead agency at the
5 Federal level and they operate under NEPA. In
6 California, many people are familiar with the term CEQA,
7 which governs the environmental analysis and review in
8 California. NEPA is the Federal partner to that, if you
9 will.

10 Metro, my agency, is the lead agency under CEQA
11 at the State level, and the City of Los Angeles and the
12 County of Los Angeles are responsible agencies, and that
13 is because the cities -- the cities really own and
14 operate the streets. So we need to do this in
15 partnership with them.

16 Okay. So let's talk a little bit about the
17 difference in the kind of review we're having at the
18 State and Federal level.

19 To satisfy the State requirements under CEQA,
20 Metro and the L.A. City Department of Transportation, or
21 LADOT, determined that an Environmental Impact Report, or
22 EIR, is appropriate. At the Federal level to satisfy the
23 NEPA require, the FTA determined that an Environmental
24 Assessment was the appropriate level of analysis. So
25 that's why this is an EIR/EA; and when you hear me use

1 those terms or those letters, that's what we're referring
2 to.

3 So the purpose of tonight or today's meeting --
4 our three other meetings are in the evening -- we want to
5 give you an overview of the Draft EIR/EA. We want to
6 summarize the project, the project alternatives, and the
7 impact determination. We'll talk about the project
8 schedule. Mostly we're here to listen to your comments
9 so they can be considered in developing the Final EIR/EA.

10 Because this is a hearing, we can't really
11 respond to comments or questions today, but it's really
12 important and we're so glad you're here to put them on
13 the record and they will become part of the record and
14 we'll get the responses when we release the Final.

15 So if you've got a question you want us to ask,
16 you want us to answer, please ask it and it might be a
17 little frustrating if we don't answer it, but we can't in
18 this forum and you'll just have to be patient and an
19 answer will come.

20 So let's talk about Wilshire Boulevard, Wilshire
21 Boulevard. Okay? Everybody knows it in Los Angeles. It
22 is one of the most important transit corridors in all of
23 Los Angeles County. There are 80,000 people boarding
24 buses every day along the Corridor. It makes it the
25 busiest bus transit corridor in the whole United States.

1 We double-checked that. We thought, "Oh, come on. It
2 must be in New York," but Rex was back there and met with
3 some of his colleagues in New York and everybody looked
4 at everybody's numbers and they said, "Oh, yeah, I guess
5 Wilshire is number one."

6 Peak hour, the bus speeds are pretty much under
7 15 miles an hour along most of the Corridor. I know it's
8 a big surprise to you all, but curb-lane street
9 conditions are really, really poor, and really you might
10 think that the vehicles distribute themselves evenly
11 across the lanes; but in reality, only about 15 percent
12 of the vehicles, both buses and cars, are in the curb
13 lanes.

14 Today, the way our buses are instructed to
15 operate, right now they can travel in all traffic lanes,
16 and especially the rapid buses and the rapid express
17 buses. You know, the local buses, they're stopping every
18 two or three blocks so they'll stay in the right lane or
19 the next lane over; but those rapid buses, they get all
20 the way into the middle and travel along their distance
21 and then go back over for the stops. So there's a lot of
22 moving of buses in and out.

23 So what were the goals and objectives of this
24 project? We certainly want to encourage people out of
25 their automobiles and into public transit. We want to

1 improve the travel times for bus passengers. We want to
2 improve service reliability. That's a real challenge,
3 especially in heavily congested areas, to keep the buses
4 running on a regular schedule so people when they get on
5 a bus know that they can get where they need to go in a
6 roughly predictable amount of time or they know if the
7 buses are supposed to come on a regular schedule that
8 that can more or less happen.

9 We want to improve the traffic flow along
10 Wilshire Boulevard. We want to fix the damaged portions
11 of Wilshire Boulevard along the curb lanes, and we want
12 to minimize the impacts to existing on-street parking as
13 much as possible.

14 So those have been the goals throughout this
15 effort.

16 There are five alternatives, and this is my last
17 slide for now. I'm going to turn it over to Rex in a
18 moment.

19 There's the project that was originally proposed
20 when we came out for scoping back in the fall, I guess.
21 I don't remember. Okay. We have a truncated project.
22 Rex is going to go through those in detail. That's a
23 slightly shorter project, but it retains what are known
24 as the jut-outs in the Westwood area.

25 There were two other projects, an even more

1 truncated project that didn't fit the Federal funding
2 guidelines and was deemed not feasible, so that was
3 rejected; and we also looked at something else called
4 mini bus lanes which was a combination of little short
5 bus-lane segments and various other kinds of improvements
6 along the way, and that was also deemed not feasible.
7 And then we have what's called the No Project Alternative
8 because you have to judge the alternatives you are
9 evaluating against what if we do nothing.

10 So those are our five alternatives that we
11 evaluated. And, Mr. Gephart, it's your turn. You're
12 going to hold the microphone close; right?

13 MR. GEPHART: Yes, I'm going to hold the microphone
14 close.

15 Good afternoon, everybody. I know I've seen
16 some of the people here before, but this is the third set
17 of four meetings that we've held. So this is -- and
18 we've held eight meetings up until now and the
19 recommendations that we are proposing today have come
20 from those meetings. I think we've tried to listen to
21 the public and the politicians and other folks and tried
22 to come up with a couple of recommendations that we
23 thought everyone would appreciate. So we'll go through
24 those today.

25 So what we're calling the Proposed Project --

1 and, again, to be clear, this is a project that was
2 originally proposed to the Federal government when we
3 applied for Federal funding two or three years ago for
4 this project. That Proposed Project is to convert the
5 existing curb lanes to peak period bus lanes, and I have
6 a little map.

7 I'll go over all this in the very next slide,
8 but convert the existing curb lanes to peak period bus
9 lanes. Resurface or reconstruct significant portions of
10 Wilshire Boulevard. Widen Wilshire Boulevard in several
11 areas. Again, we'll talk about all these in just a
12 second. Remove existing jut-outs and realign the curbs
13 between Malcolm Avenue and Comstock. That's out by
14 Westwood. Construct a new eastbound peak period bus lane
15 between Barrington and Bonsall. That's all east of
16 the -- excuse me -- west of the I-405 Freeway. Restripe
17 existing traffic lanes as necessary and then install
18 traffic and transit signage and pavement markings along
19 the entire route.

20 And unfortunately we made this a little bit
21 small to read, so what this says is what I just said we'd
22 go over, what I just mentioned on this diagram.

23 But on this end, here's Valencia. Downtown
24 Los Angeles is in this area. This is Santa Monica on the
25 left side of your slide and the 10 Freeway (indicating).

1 So from Valencia to Western, we're proposing to
2 just convert the existing curb lanes today to bus lanes;
3 and then from Western to Fairfax, we would reconstruct
4 Wilshire Boulevard, reconstruct the curb lanes and half
5 of the adjacent lane in both directions of Wilshire
6 Boulevard. If you've driven along this area, you'll know
7 it's in very, very bad shape.

8 Then from Fairfax to the Beverly Hills city
9 limit, restripe the curb lanes in both directions. Same
10 thing from the western edge of Beverly Hills to Comstock.
11 Just restripe. And then from Comstock to Malcolm, remove
12 the jut-outs in that area.

13 I'll show you a picture of what those are, but
14 basically it's an area where when new condominiums were
15 built along that area, the L.A. City asked those owners
16 to remove the parkway, the grass and the trees,
17 et cetera, and leave some pavement for a future lane of
18 traffic, but not all of them have been removed --
19 probably maybe only half -- because not all the buildings
20 along there are brand-new. So what we're proposing as
21 part of this project in this area is to remove the
22 remaining jut-outs and then add a bus lane between
23 Comstock and Malcolm.

24 Then from Malcolm to Sepulveda, restripe the
25 curb lanes from Sepulveda to Federal. This is the County

1 of Los Angeles. We're going to be doing two things out
2 here. There is a left-turn pocket if you're going
3 eastbound right about here (indicating). If you're going
4 eastbound, when you get to Sepulveda, you want to turn
5 left onto Sepulveda, the left-turn pocket is really
6 short. Cars will sit in that pocket and then back up
7 into or onto one of the Wilshire through lanes and
8 traffic can't get through. So we're going to lengthen
9 that left-turn pocket by almost 500 feet so that the
10 through traffic can get through there and not have to
11 wait for those cars that are backed up in that queue, and
12 then widen Wilshire Boulevard from Federal to Barrington
13 for just a -- to add one eastbound bus-only lane here,
14 and that would connect with the eastbound lane which I
15 just forgot to mention in the County.

16 We would be constructing an eastbound lane in
17 the County of Los Angeles from Federal to Bonsall. And
18 then from Barrington to the city of Santa Monica, just
19 restripe the curb lanes.

20 The alternative that we are proposing, which --
21 and this alternative came, again, from the public
22 meetings, especially the last series of public meetings.
23 Instead of taking the bus lane all the way to Valencia,
24 we would stop it at South Park View Street.

25 Again, I have a map showing what that means.

1 Basically, it means cutting the bus lane, the project, in
2 its entirety by about point seven miles. It would be
3 point seven miles shorter on the eastern end. The reason
4 for that, by the way, is because the bus lanes -- excuse
5 me. The lanes of traffic on Wilshire Boulevard from
6 South Park east are only two lanes and if we take one of
7 those for the bus lanes in each direction, the City of
8 Los Angeles thought that might be too much. So where we
9 are creating bus lanes is where there's three lanes of
10 traffic in each direction, but there's only two lanes
11 here so we are truncating the project from South Park
12 View Street east.

13 And then eliminate the bus lane approximately
14 300 feet from the I-405 Freeway to Veteran, because right
15 at the I-405 Freeway, people are in the curb lanes trying
16 to get onto the I-405 or trying to get off of the I-405
17 and it didn't make sense to have so many cars and so many
18 buses compete for that lane. So we are basically
19 eliminating the bus lane within about a block and a half
20 or two blocks from the 405 freeway. In other words, it
21 would stop right about Veteran. The bus lane would stop
22 right about Veteran.

23 Then, retain the jut-outs. Now, these are -- in
24 fact, this is a picture of what a jut-out is. This area
25 right here (indicating) has been cut back because of

1 either one or two new condominiums being built. This
2 area (indicating) has not been cut back because
3 apparently this property hasn't -- is not new and so this
4 area has been left in with the trees and the landscaping.

5 So what -- in the Proposed Project, what we're
6 thinking of doing is removing this jut-out and that one
7 over there (indicating) and all along there from Comstock
8 to Malcolm, creating a new bus lane.

9 This option (indicating), however, leaves all
10 the jut-outs. These are exactly as it is intact today,
11 all the trees, landscaping, everything. And instead of
12 creating a new bus lane in both directions, we would take
13 one of the traffic lanes in that area and leave
14 everything status quo.

15 If we remove the jut-outs, which is again in
16 that Proposed Project, it would eliminate about
17 80-some-odd parking spaces. If we leave it like it is
18 today, all those parking spaces would be retained and the
19 trees and the landscape.

20 And then we would reconstruct additional
21 portions of curb lanes, and we were able to reconstruct
22 these -- well, first of all, we'd reconstruct additional
23 portions of the curb lanes from Fairfax now all the way
24 to the Beverly Hills city limit and from the city of
25 Beverly Hills to Westholme on the west side of

1 Beverly Hills. And the reason we're able to reconstruct
2 more of Wilshire Boulevard is because the Federal
3 government has allowed us to keep the money that we were
4 going to use to remove the jut-outs and spend it on
5 fixing up Wilshire Boulevard.

6 And what all that means graphically is that we
7 would no longer have a bus lane from South Park View to
8 Valencia, just pointing out the differences, and instead
9 of having -- instead of reconstructing Wilshire Boulevard
10 from Western to Fairfax, now we're going to reconstruct
11 Wilshire all the way to the Beverly Hills city limit.
12 Instead of taking out the jut-outs down here
13 (indicating), we would reconstruct Wilshire Boulevard
14 from Beverly Hills to Westholme.

15 And then the remaining portion of the project --
16 of this project (indicating) is the same as the Proposed
17 Project.

18 So bus lanes in operation: They are -- they
19 would operate only on weekdays only during the peak
20 periods. Those are the peak periods (indicating). And
21 they can be used by cars turning right, so -- because
22 cars, if they're going to turn right, they're going to
23 have to get in this bus lane as they approach the
24 intersection if they want to turn right. So they have to
25 get in the bus lane to turn right, and bicycles are

1 allowed in the bus lane. Buses will be allowed to pass
2 when necessary.

3 Now, today, Jody mentioned that you'll see buses
4 in all the lanes of Wilshire Boulevard, which slows down
5 the automobile traffic at the same time because buses are
6 passing one another and may be weaving in and out. With
7 the bus lane, all the buses are going to stay in the bus
8 lane except when they approach another bus, and then they
9 can pass. But otherwise, they'll be staying in that curb
10 lane.

11 When not in operation, meaning when not during
12 the -- when it's not during the peak periods on the
13 weekdays, it's the -- the bus lanes are open to all
14 traffic.

15 And then we're doing some special measures to
16 ease transition across Los Angeles and Beverly Hills.
17 What that means is we did not take the bus lanes right up
18 to the city of Beverly Hills because Beverly Hills has
19 three lanes of traffic in each direction. So we didn't
20 want to just end the bus lanes there. We ended the bus
21 lanes before they get to Beverly hills in both directions
22 so the buses and the cars can transition from two lanes
23 of traffic and one lane of bus into three lanes of
24 traffic.

25 Summary of the Draft EIR: Now, in the

1 Environmental Report, we have to look at lots of things
2 and these are some of the things that we have to review
3 and evaluate, and we found that there would be no impact
4 on all of these (indicating). We'll get to the ones that
5 have impacts in a second, but there's no impact with this
6 project on aesthetics, agricultural resources, biological
7 resources, geology and soils, hazards and hazardous
8 materials, hydrology, water quality, mineral resources,
9 population and housing, public services, recreation and
10 utilities.

11 We have less than significant impacts on air
12 quality, and that's during the operation of the service.
13 And this means that we -- well, there's a couple things
14 that this means, but one thing is that we're not going to
15 be adding any more buses as a result of this project.
16 It's the same number of buses that are out there today.
17 However, they will operate a little bit faster, meaning
18 less delay 'cause they won't be stopping as many times as
19 they stop today. So there'll be more trips and more
20 capacity and more seats out there but the same number of
21 buses.

22 Cultural resources is another one with less than
23 significant impacts; land use; noise and circulation; and
24 parking.

25 And then there are less than significant impacts

1 if we apply some mitigations. And there are less than
2 significant impacts with the aesthetics if we choose the
3 Alternative A, which does not remove those trees and the
4 landscaping and all of that that we've just mentioned a
5 little bit earlier.

6 The air quality, there will be less than
7 significant impacts if we apply some air quality
8 mitigations that we're going to go over in just a second,
9 and there is -- there will be no biological resources
10 impacts if we choose Alternative A. And we'll talk about
11 that in a second. It has to do with the birds nesting
12 and we'll talk about that in a second.

13 Oh, wait a minute. And then what is important
14 here is that there are significant impacts on traffic.
15 We'll talk about that in just a minute.

16 So the air quality construction mitigations:
17 The air quality is mitigated during construction if we do
18 these things, and you're going to have to remember that
19 Metro is not the agency building this project. It's the
20 City of Los Angeles and the County of Los Angeles. So
21 the City and the County, if they do these, and they've
22 agreed to do these mitigations, if they minimize, reuse,
23 and recycle construction-related waste and minimize the
24 grading, earth-moving and other energy-intensive
25 construction practices, and then where possible replace

1 trees or landscaping and where possible use alternative
2 fuel instead of diesel power generators, rather, there
3 will be no air quality impacts during construction. And
4 the City and the County have agreed to remember to do all
5 of these things.

6 And then the same thing with noise. There would
7 be no noise impacts during construction if the City and
8 the County agreed to do these, and they have. Where
9 possible, use noise-reducing features on construction
10 equipment. Where possible, use electrically powered
11 equipment instead of pneumatic or internal combustion
12 power equipment. Use noise-producing signals for safety
13 warning purposes only, and then no project-related public
14 address, meaning people on microphones or music systems,
15 shall be audible at any adjacent receptor. That's
16 anybody around wherever that noise is being produced.

17 And then the aesthetics: Loss of trees,
18 mitigation. Where feasible, preserve the trees within
19 the existing jut-outs or relocate/incorporate them into
20 the landscape plan where space permits. Now, that only
21 applies, the second bullet here, with the Proposed
22 Project because, again, with the Project Alternative A,
23 we're not removing the trees. We're not impacting
24 anything aesthetically, so that would just apply to the
25 Proposed Project.

1 And the same thing here with the biological
2 resources, the nesting of birds. We would net the trees.
3 That means put a net on top of the trees to be removed
4 prior -- excuse me. We would put nets on those trees
5 that are to be removed prior to the typical
6 breeding/nesting season for birds to prevent birds from
7 inhabiting the trees prior to tree removal and
8 construction. That would only apply to the Proposed
9 Project, not Project Alternative A, because we're not
10 removing the trees in Project Alternative A.

11 So the traffic study for the traffic impacts,
12 let's talk a little bit about those. The Corridor --
13 this is the Corridor that we're proposing, Wilshire
14 Corridor in the end. Beverly Hills is out here
15 (indicating). And we studied -- we talked to the City
16 and the County and made sure that we evaluated every
17 intersection that could possibly have some kind of an
18 impact that's associated with this project. You might
19 think that putting bus lanes on Wilshire Boulevard would
20 have impacts just along Wilshire Boulevard, but we were
21 not sure of that, so we looked at 74 intersections, all
22 these blue dots and blue dots with red circles around
23 them.

24 There's 74 of those. We reviewed every single
25 intersection out there to see if cars would -- to do some

1 modeling, to see whether cars that would no longer use
2 Wilshire would go to some other streets and have some
3 significant impact, or impact at all, at those 74
4 intersections, and it turned out that of the 74
5 intersections, the top here for the Proposed Project and
6 Project Alternative A, 53 were not impacted, or 55 under
7 Alternative A, but 21 were impacted, or 19. And then we
8 were able to fully mitigate 12 and 10 -- we'll talk about
9 what those mitigations are -- partially mitigate five of
10 each, which left four intersections completely not
11 mitigated. And we'll talk about all those in just a
12 second and what that means.

13 Traffic mitigations: Generally, we -- our
14 mitigations were the installation of upgraded traffic
15 signals to allow protected left turns or additional turn
16 lanes. We targeted widening to create turn lanes as well
17 and we installed new hardware for improved real-time
18 adjustment of traffic signals; and the Los Angeles
19 Department of Transportation has hardware and software
20 that adjusts in real time -- and not at all
21 intersections, by the way, and that's why we're
22 installing some of it as part of this project.

23 It adjusts in real time. If there's a lot of
24 congestion, for example, going in the east-west direction
25 during the peak period and then maybe later in the day

1 that congestion is north-south, the traffic signals at
2 that intersection will give a little bit more time to the
3 traffic east-west maybe in the peak and then in the off
4 peak when the traffic switches to north-south, it will
5 gave a little more green signal to the north-south. So
6 it adjusts in real time to the demands in the traffic out
7 there.

8 And we talked to the City of L.A. about putting
9 more of that equipment in at some of these intersections
10 to help us mitigate some of these impacts. That's what
11 that means, that real-time adjustment of traffic signals.

12 So the intersections I mentioned -- let me go
13 back just a second. These 12 for the Proposed Project or
14 10 for Alternative A, those 12 and 10 -- and they add up
15 on the second page to 12 and 10. The Proposed Project,
16 if you add up all these plus a second page, there's 12 of
17 them.

18 We would have impacts at these intersections
19 except that we're mitigating them by doing the following:
20 At Barrington -- and they are fully mitigated, let me
21 say, by doing some of these things here.

22 At Barrington and Wilshire, excuse me, we would
23 be adding what's called a protected and a permitted
24 signal. Today, for example, it is a permitted left-turn
25 signal, meaning as you're going northbound on Barrington

1 to turn left onto Wilshire, there is a green ball that
2 says that you can turn left when it's safe to turn left;
3 but what we would do is add a protected phase as well,
4 which means that there would be a left arrow so that you
5 could turn left immediately. And that would stay green,
6 which is permitted, to allow you to turn when it's safe
7 to turn.

8 So there would be an arrow plus a green ball
9 with this project, where today there's just the green
10 ball that you may or may not get through. Just a couple
11 cars get through when it's safe to do so.

12 And we're proposing to put in this
13 protected/permitted phase for these intersections,
14 Barrington and Wilshire -- and the way to read this is
15 that the intersection on the left, Barrington, is the
16 primary direction. So if you're looking at this, it says
17 Barrington going northbound and you're turning left on
18 Wilshire or the next one, Beverly Glen going -- let's
19 see. What would that be?

20 Where are we, Steve? I'm getting lost here.

21 Beverly Glen going northbound, turning left on
22 Olympic. You have to read it using the first street
23 first.

24 So anyway, the intersections that we're doing
25 these protected/permitted intersections are Barrington

1 and Wilshire, Beverly Glen and Olympic, Sepulveda/Pico,
2 Highland and Third, Alvarado and Sixth, Highland and
3 Wilshire, La Brea and Olympic, and Highland and Olympic.

4 And then to finish the 12 and 10 that I
5 mentioned earlier, for the Proposed Project, we are
6 proposing at Veteran and Wilshire to eliminate the bus
7 lane from Sepulveda to mid-block between Veteran and
8 Gayley. And that's what I mentioned earlier with --
9 where we would not operate the bus lane close to the 405
10 Freeway. We would stop it before we get to the 405
11 Freeway.

12 With Alternative A, it's in the proposal
13 already. With the Proposed Project, we're proposing to
14 do that as a mitigation.

15 And then at Beverly Glen and Wilshire, add a
16 right-turn lane. Westwood and Santa Monica, add a
17 left-turn lane. Bundy and Olympic, a left-turn lane; and
18 then Fairfax and Olympic and Crenshaw and Olympic, add or
19 install that adaptive traffic control system that I
20 mentioned earlier where it adapts to the demand of
21 traffic at different times of day where the signalization
22 would change depending on how much traffic wants to go
23 north-south or east-west.

24 Partially mitigated intersections: There, I
25 mentioned earlier, are five partially mitigated

1 intersections for each one of the projects, the Proposed
2 Project and Alternative A, and the Federal government
3 allowed us -- see, the Federal government -- in this
4 case, either an intersection is significantly impacted or
5 it's not; and we had to convince the Federal government
6 to let us spend some of their money to partially mitigate
7 some of these intersections because if we just let -- it
8 would help.

9 Anything we could do to help the situation, we
10 proposed to the Federal government. And they said, Yes.
11 They said, Okay, you can spend our Federal money to do
12 these things. And that means, for example, at Bundy and
13 Wilshire, we're going to upgrade the vehicle detection
14 system out there to allow the traffic control system to
15 work a little more efficiently and that would improve the
16 impact, not fully mitigate it, because fully mitigated
17 would be like a hundred percent like the previous list of
18 projects, intersections.

19 In this case, we would only mitigate up to 10
20 percent of Bundy and Wilshire, but it's better than doing
21 nothing; up to 93 percent of Veteran and Santa Monica; 60
22 percent of Westwood and Olympic; 20 percent of Fairfax
23 and Wilshire; and 51 percent of La Brea and Wilshire.
24 Those are the high ends of the mitigations that we're
25 proposing and mitigations available are upgrade the

1 traffic signal controllers or upgrade vehicle detection.

2 Again, that's a little bit beyond the scope of
3 this project, but the Federal government allowed us to
4 spend money on these things to help the situation for the
5 cars as well as the buses.

6 And I think it's good to note that the Federal
7 government has allowed us to do a lot of things here that
8 will improve the flow of traffic as well as buses.

9 The -- especially the reconstruction of Wilshire
10 Boulevard, because remember this is a Federally funded
11 project, but it's Federally funded through the Transit
12 Administration, not the Highway. So the Federal Transit
13 Administration says, Well, you can build a bus lane,
14 that's great, and we'll let you spend some of our transit
15 money to fix up the street even though we're only using
16 the street during the peak periods. The rest of the time
17 the street's being used by cars, but we're spending
18 transit money to fix up the street for everybody out
19 there, guys.

20 And then finally, the unmitigated intersections:
21 There are four each. One is at Veteran and Sunset;
22 another one at Overland and Santa Monica; Beverly Glen
23 and Santa Monica; Westwood and Pico; and Overland and
24 Pico, and all of this is in the Environmental Document
25 that Jody mentioned earlier that's in libraries. If you

1 want to see how we arrived at any of this information,
2 it's all in the Environmental Document. This is just a
3 summary.

4 So the project schedule: We are here
5 (indicating), the third line of this schedule where it
6 says, "DEIR/EA to public for review." That's exactly
7 what we're doing today, and "Hold four public hearings."
8 Actually, we're holding four public meetings. This is
9 the third one of these public meetings.

10 And so the public document the DEIR/EA is out
11 for public review for 45 days. I think the comment,
12 public comment, period ends something like July 26th. In
13 fact, it says it on this board over here (indicating).

14 So we want to get everybody's comments by
15 July 26th. Then when we get your comments, we have to
16 incorporate your comments with answers. We don't just
17 get comments. We have to answer the comments, come up
18 with answers, come up with solutions, whatever it takes.

19 We are providing ourselves with one month to do
20 that so that we can then submit the Final EIR to the
21 Federal government who will review it and look at your
22 comments and our responses and see whether we've provided
23 an adequate response or not. If we didn't, they're going
24 to send it back to us, and they're going to say, Fix it.

25 So hopefully -- excuse me. So hopefully we do a

1 good job answering everybody's comments and we submit it
2 to the Federal government and they approve it. But then
3 the Federal government, the FTA, would issue a finding of
4 no significant impact, because at that point, if they
5 approve of what we've given them, they would okay the
6 project to go forward for construction, but it has to be
7 approved first -- the third line from the bottom -- by
8 Metro.

9 We have to bring this report, the Final EIR/EA,
10 to the Metro Board for approval and then also to the City
11 of Los Angeles here in November and the County of
12 Los Angeles, because this is being constructed by the
13 City and County in the city and county and they have to
14 approve this document as well.

15 If Metro and the City and the County all approve
16 the document by November, the City and the County could
17 start to incur costs to start construction and design in
18 December of this year, and it would take -- our
19 estimate's anywhere from a year and a half to two years
20 or so to complete construction from end to end.

21 So with that, I'm handing it back to Jody.

22 MS. LITVAK: Okay.

23 MR. GEPHART: All right?

24 MS. LITVAK: Great. And before I go on, I want to
25 take a moment to welcome two more representatives from

1 our elected officials' offices. Kim Tachiki representing
2 Congressman Roybal-Allard is back there and we appreciate
3 her being here.

4 And, John, where did you go? There's John
5 Darnell from Councilwoman -- Councilman Paul Koretz's
6 office and he's over there.

7 And we thank you both for coming. Did either of
8 you want to say anything or do you just want to listen?

9 MR. DARNELL: Just here to listen.

10 MS. LITVAK: It's almost your turn for us to hear
11 from you.

12 Okay. We've got one more meeting tomorrow night
13 on the far west end at the Felicia Mahood Senior Center
14 on Santa Monica Boulevard, just the other side of the
15 405. So if you loved us this afternoon and want to see
16 it all again, come on out there.

17 So how to comment: That's on this board
18 (indicating). We'll keep that up. You can speak today.
19 Remember you're going to get two minutes, or four if you
20 need translation. Let us know.

21 The court reporter is recording your comments.
22 You can send in written comments. Either use the comment
23 form we have available or whatever stationery you would
24 like to use. You can send it to Martha Butler, Metro,
25 One Gateway Plaza, 99-23-1, Los Angeles, 90012. If you

1 don't remember all of that, if you just send it to
2 Wilshire BRT, Metro, One Gateway Plaza, 90012, it will
3 get to us.

4 You can e-mail comments them to WilshireBRT at
5 Metro.net. You can go to our website and click on
6 "Contact Us," but to have your comments count on the
7 record for the EIR/EA, you've got to get them to us by
8 July 26th. That means if you're sending them
9 electronically, they need to get to us. If you're
10 putting them in U.S. postal mail, make sure they're
11 postmarked by July 26th.

12 Now it's your turn. I gave away my stack of
13 cards. Where's my stack of cards? Hang on.

14 I've got a lot. Okay. So here's how it's going
15 to work. You're going to see a little clock go up here.
16 It'll either say two minutes or four minutes.

17 Steve, are you going to do your thing again?

18 Okay. Steve will be our microphone assistant
19 over here (indicating).

20 I'm going to call the names. I have them in
21 order. As I said, please indicate if you need
22 translation and we'll set the timer accordingly. Let me
23 just say something to those of you who will be using
24 translation. Some people are used to this and some are
25 not, but please stop every little bit and give your

1 translator a chance to tell us in English what it is that
2 you're trying to say in the language which you find more
3 comfortable to speak in.

4 Our first speaker is going to be Charles
5 Adelman -- and if you're not first up, just please go
6 stand over there and get ready so you can keep everything
7 moving -- followed by Crystal McMillan and then
8 Joe Chafe.

9 Please start by stating your name and then we'll
10 count down your time. And really quickly, get really
11 close to the microphone. See this here (indicating)?
12 You're giving us your comments. We want to hear what
13 they are, so don't start talking and moving your head
14 around. Don't stand in back. Get really close to the
15 mic. Go ahead.

16 MR. ADELMAN: Charles Adelman. First comment is
17 reconstruction of the curb lane here in the mid-Wilshire
18 area in the Miracle Mile is a badly needed project;
19 however, I have a problem with it being done with transit
20 money. Street improvements should be done with street
21 highway money, and save the transit money for buses and
22 trains rather than street repairs.

23 Number two, the jut-outs on Wilshire Boulevard,
24 as was pointed out, exist because these were widened by
25 City. That's one of the widest sections of Wilshire

1 Boulevard. It doesn't really need to be widened to make
2 room for the buses, 'cause it's never congested there.

3 Number three, I'd like to point out there's
4 three types of bus service: Rapids, the locals, and the
5 expresses. The rapids and the expresses need to get past
6 the locals and local stops. If the traffic is -- if the
7 automobile traffic is moved to the center and left lanes
8 only and then they're crowding those lanes, it may be
9 very difficult for the express and the rapid buses to get
10 past the local buses, which kind of negates the whole
11 point of the project. Personally I've been on a rapid
12 bus that was stuck behind a local bus on Santa Monica
13 Boulevard and it took twice as long as scheduled to get
14 half the distance.

15 Finally, as stated -- let's see. The other
16 thing is adding more passengers, getting more people to
17 ride the buses, like getting the buses faster, really
18 doesn't work here. They already work on capacity. I
19 don't know where you're going to put any more people on
20 them unless you want people to get even skinnier and
21 squishier.

22 Finally, this is supposed to reduce congestion
23 on Wilshire Boulevard. Getting some intersections more
24 congested is kind of counterproductive to the process.

25 Thank you.

1 MS. LITVAK: Thank you very much.

2 Crystal McMillan, followed by Joe Chafe and
3 then -- one moment, please -- Mike Russell.

4 Go right ahead.

5 MS. McMILLAN: Okay. My name is Crystal McMillan.
6 I'm a bus rider and a resident of the Westlake/MacArthur
7 Park area. I'm pleased and excited about the Wilshire
8 bus-only lane and I want to add my voice in support for
9 Alternative A proposed in the Draft EIR, but I ask that
10 this also include the Alvarado area.

11 As a resident of this area, I know many of the
12 people are transit riders. This is a community of
13 working people that has been historically neglected.
14 I've talked to business owners, school administrators,
15 and residents who only want a community that supports
16 walkability in transit. A bus-only lane in this area is
17 critical to speed the movement up of the buses along the
18 section from Valencia to Park View and would help ease
19 the traffic in the busiest times of day.

20 I urge you to include this vital section from
21 Valencia to Park View as part of Alternative A and
22 implement the Wilshire bus-only lane as soon as possible.

23 Thank you.

24 MS. LITVAK: Thank you very much.

25 Joe Chafe, followed by Mike Russell and then

6

1 Staci Williams.

2 MR. CHAFE: Hello. My name is Joe Chaffe.

3 MS. LITVAK: I'm sorry.

4 MR. CHAFE: I am a member of the Bus Riders Union and
5 I am for a bus-only lane on Wilshire Boulevard.

6 Also, I have heard that the Westlake/MacArthur
7 Park area is not scheduled to be included in the
8 improving of the Wilshire bus-only lane project and I
9 would like to see the Westlake/Park/Alvarado area
10 included.

11 Also, I found the presentation today a little
12 bit not clear, and it could be -- I'm not sure why, but I
13 couldn't understand the difference between the Proposed
14 Project and Alternative A. So that was -- jumping back
15 and forth between the two was a little bit confusing to
16 me.

17 So I don't know how that can be rectified, but
18 if it can, I'd like that sometime before the end of the
19 meeting for that to be addressed.

20 So just summarizing, I'd like to urge that
21 the -- they include the portion of the Valencia to Park
22 View as a part of Alternative A and, in general, I would
23 like to see the bus-only lane implemented as soon as
24 possible.

25 Thank you.

1 MS. LITVAK: Thank you very much, and I apologize for
2 mispronouncing your name.

3 And I apologize in advance for anybody else's
4 name I mispronounce. I'm doing the best I can, but
5 that's why, among other things, that we ask you to start
6 off by stating your name. And now we have Mike Russell
7 and then Staci Williams and then Channing Martinez.

8 MR. RUSSELL: Mike Russell. I liked the presentation
9 today. I love Metro. I take the subway every day. I
10 ride the 720 and the 920 on a regular basis and I biked
11 here today, and I just want to say that I noticed the
12 reconstruction of Wilshire Boulevard is wonderful, but
13 don't forget about us in Wilshire Center. East of
14 Western is in desperate need of some reconstruction of
15 Wilshire Boulevard as well.

16 West of -- and as we look west of Western, the
17 reconstruction businesses in the district put in
18 interlocking pavers. They make the area more pedestrian
19 friendly in the crosswalks. If those are damaged when
20 reconstructing the area towards west of Western, there
21 will be major backlash from the Wilshire Center/Koreatown
22 community.

23 Also, cyclists -- it's wonderful work Metro's
24 been doing about their bike program and I want to see
25 more cyclist-safe streets, so if they can work in

8

1 conjunction with the bus-only lane.

2 And also, watershed. There's no better time to
3 implement a porous pavement or a watershed program as the
4 time when you're doing reconstruction on the Wilshire
5 Boulevard. It is an optimum opportunity for Metro to
6 come out victorious in the environmental steps to really
7 help our water quality issues with drought and issues of
8 flooding. So porous pavement and watershed, please
9 implement.

10 Thank you.

11 MS. LITVAK: Thank you so much.

12 By the way, I know I'm not supposed to respond,
13 but I just -- I remembered with Mr. Chaffe, who's
14 confused between the Project and the Project Alternative.
15 Please take a look at the Fact Sheet we have available
16 and if that still isn't clear, once we end the public
17 hearing, staff will be around to talk to you and
18 hopefully we can clarify that for you.

19 And with that, you must be Staci Williams.

20 MS. WILLIAMS: Yes.

21 MS. LITVAK: Okay. Great. Followed by Channing
22 Martinez, I guess, and then Bonnie Stillwater.

23 MS. WILLIAMS: Hi. My name is Staci Williams and I
24 am a bus rider from the Westlake/MacArthur Park area. I
25 am looking forward to this project moving forward.

1 I like the recommendations for Alternative A
2 proposed in the Draft EIR report. The one request that I
3 have is that the City include the Alvarado area. The
4 portion from Valencia to Park View is a very critical
5 point with the bus-only lane making -- can make -- to
6 move the buses along -- along during traffic when we most
7 need it.

8 I'm also a mother of two who frequently uses the
9 Wilshire Corridor via bus. It would be nice to save some
10 bus travel time in the historically traffic-congested
11 area and to significantly reduce carbon emissions
12 annually.

13 I urge you to include the portion of the
14 Valencia to Park View as a part of the Alternative A. I
15 would like to see the bus-only lane implemented as soon
16 as possible.

17 Thank you.

18 MS. LITVAK: Thank you very much.

19 Mr. Channing Martinez. Two minutes or four
20 minutes? Sorry. Are you --

21 MR. MARTINEZ: I'm Channing.

22 MR. GEPHART: That's Enlalia.

23 MS. LITVAK: I didn't call her card yet.

24 MR. MARTINEZ: My name is Channing Martinez. I'm a
25 member of the BRU, the clean air and clean buses

10

11

1 campaign, and a regular rider of the 720 and -- for the
2 last five years, we've organized for this bus-only lane
3 so I'm really glad to see that the project's actually
4 moving forward. However, as a regular user of the buses
5 on Wilshire, I do recognize the importance of the
6 Wilshire/Alvarado stop and the inclusion of the Park View
7 to Valencia section of the 720 in the bus-only lane
8 project.

9 Often this community is neglected by the City.
10 There are many businesses, medical offices there that are
11 both owned and service the bus riders in this section of
12 the community. The Wilshire/Alvarado stop connects the
13 Wilshire both to the Red Line and the Purple Line, the
14 603 and the Dash. Clearly this is a very important
15 section of the City for bus riders.

16 I urge you to not neglect this community any
17 longer and to include the Park View and Valencia section
18 of the 720 in the bus-only lane project.

19 MS. LITVAK: Thank you.

20 And I forgot to do my little thing, talking
21 about who's next. Are you Bonnie Stillwater?

22 MS. STILLWATER: Yes.

23 MS. LITVAK: After Bonnie will be Rodrigo Lehtinen
24 and then Cheong Rae Kim.

25 MS. STILLWATER: Hi. My name is Bonnie Stillwater.

11

1 I'm a resident and bus rider of the Westlake/MacArthur
2 Park area.

3 I am looking forward to this project moving
4 forward. I like the recommendations for Alternative A
5 proposed in the Draft EIR. The one request I have is
6 that the City include the Alvarado area. This portion
7 from Valencia to Park View is a very critical point.

8 MS. LITVAK: Hang on. Hang on. Hang on. Stop the
9 clock. I'm sorry. It's just --

10 MS. STILLWATER: I appreciate you stopping.

11 MS. LITVAK: No problem. Go ahead.

12 MS. STILLWATER: So it's a very critical point where
13 the bus-only lane can move the buses along during traffic
14 when we need it most.

15 It is -- whenever -- I just want to say whenever
16 I take the bus at Alvarado and Wilshire, no matter what
17 time of day or day of the week it is, there's always a
18 large crowd waiting to get on the bus and -- which shows
19 me that there is a great need for a Rapid stop there. If
20 one is not provided there, the congestion will be worse.

21 So I urge you to not neglect this stop in the
22 plan and I urge you to include the portion -- this
23 portion in Alternative A, and I would like to see the
24 bus-only lane implemented as soon as possible.

25 MS. LITVAK: Thank you.

12

12

1 Rodrigo Lehtinen, followed by Cheong Rae Kim and
2 then Enlalia may come on up.

3 MR. LEHTINEN: Hi. My name is Rodrigo Lehtinen. I'm
4 a resident of the Westlake/MacArthur Park area and I'm
5 looking forward to this project moving forward.

6 I like the recommendations for Alternative A
7 proposed in the Draft EIR. The one request I have, like
8 many others, is that the City include the Alvarado area.
9 The portion from Valencia to Park View is a very critical
10 point where the bus-only lane can move the buses along
11 during traffic when we need it most.

12 The Westlake/MacArthur Park area is an area that
13 has many transit users living in the community. My
14 neighborhood deserves this economic investment in the
15 city. We've been a historically neglected area that can
16 benefit from improvements like a bus-only lane.

17 I support a walkable community that focuses on
18 people and transit and less pollution. I urge you to
19 include the portion of Valencia to Park View as part of
20 Alternate A.

21 I would like to see the bus-only lane
22 implemented as soon as possible. Thanks.

23 MS. LITVAK: Okay. Great.

24 Cheong Rae Kim, and he's going to need the time.

25 Are you going to translate for him? Thank you

13

1 so much.

2 Hang on. After that is then Ronald Collins.

3 Okay.

4 MR. KIM: Hello. My name is Cheong Rae Kim, a
5 resident of Koreatown. I came here because I heard
6 through the media that there was going to be a public
7 hearing on a bus-only lane and I think it's a great
8 initiative by the L.A. County and the L.A. City and all
9 the folks involved. This is a great project.

10 I really believe this is going to bring -- this
11 project's going to bring tremendous benefits to bus
12 riders and community residents around here. But in
13 particular, Koreatown will benefit a lot from this
14 project, and I also think the bus-only lane project is a
15 good initiative to clean the air.

16 I came from South Korea. I lived there and I've
17 seen firsthand how Seoul, Korea also created extensive
18 bus-only lanes and it really brought a lot of vigor and
19 life to the residents in Seoul and one of the benefits of
20 the project was that it actually helped decrease some of
21 the air pollution, and I really believe as soon as this
22 project gets implemented, it's going to help a lot of
23 residents in the community who use transit to get them to
24 more effectively travel in a lesser period of time.

25 And as a Bus Riders Union member, I've also

14

1 known about this project for a while. We've been
2 supporting it and I fully support this project to move
3 forward.

4 Thank you. Thank you very much.

5 MS. LITVAK: Thank you very much as well.

6 All right. Ms. Camargo, Enlalia Camargo. And
7 she's going to translate for you. Come on up. Wait for
8 the translator -- multilingual.

9 After Ms. Camargo is Ronald Collins and then
10 April Wong. Go right ahead.

11 MS. CAMARGO: My name is Enlalia Camargo. I'm a
12 resident of Los Angeles. I'm very excited about this
13 project, that it's going to move forward. This project
14 is going to benefit me a lot because I work in
15 Santa Monica and my bus stop where I get off in
16 Santa Monica is on Fourth and Wilshire; and afterwards, I
17 have to transfer onto Bus Line Number 9 to Pacific
18 Palisades and this is going to benefit me but many other
19 women, domestic workers who work like me, because
20 everybody who commutes around there are domestic workers
21 like myself.

22 This is really good news, as a bus rider for the
23 last 35 years, and ever since -- I've been riding since
24 1971 when it was RTD and I hope this project really moves
25 forward on time and I trust that MTA will do its best to

14

15

1 fulfill their commitment and -- so that I can get to my
2 workplace on time, as my boss expects me to. And I
3 always spread the news to other workers, other domestic
4 workers, as well as security officers and restaurant
5 workers who work during these hours who commute during
6 these hours, the good news about this project.

7 Thank you. Thank you very much.

8 MS. LITVAK: Thank you very, very much.

9 Thank you, Sun. I've got to go back and study
10 foreign languages again.

11 Okay. Ronald Collins, April Wong, and then
12 Julia Myers. Ms. Myers' card is the last one I have, but
13 I will take more. Just let us know.

14 MR. COLLINS: Hello. My name is Ronald Collins. I'm
15 a community college student and a member of the Bus
16 Riders Union. I believe that the City and MTA should
17 move forward with the Wilshire bus-only lane.

18 Year after year, L.A. is on the list of cities
19 with the worst air quality in the world. Bus-only lanes
20 will help to reduce auto emissions to make L.A. a cleaner
21 place to live.

22 I'd also like to say that I like the
23 recommendations in Alternative A in the Draft EIR, though
24 I would like to see the section between Valencia and
25 South Park View included in the project. There are many

15

16

1 transit riders who would benefit from this inclusion. 16

2 Thank you.

3 MS. LITVAK: Thank you very much. April Wong is next
4 and then Julia Myers and then I'll take more speaker
5 cards if we've got them. Go right ahead.

6 MS. WONG: Hi. My name is April Wong. I'm a college
7 student and an intern with the Bus Riders Union this
8 summer. I think this is a great project that should --
9 that should be moved along as fast as possible.

10 I support Alternative A, with one exception. I
11 believe that the Valencia to Park View section, which
12 includes Alvarado, should be also a part of
13 Alternative A. This is a critical part because Alvarado
14 is also a major street where many people board the bus.

15 A good number of these people are 17
16 transit-dependent and I feel that public transportation
17 needs to put the people who are transit-dependent at the
18 center of policy, because if the system is created so
19 that people who do not have the luxury of driving a car
20 can get to wherever they need to in a timely and economic
21 and efficient manner, it would also be a system that
22 would be competitive enough to get people out of their
23 cars.

24 I think this project is a huge step forward in
25 that direction because this will make transit much more

1 reliable and time effective during the time of day when
2 it is needed the most.

3 On a personal level, I am privileged enough to
4 own a car, yet I'm trying to use public transportation as
5 much as possible because I realize the harm that even one
6 car can cause in the form of pollution. However, public
7 transportation currently takes at least twice as long
8 driving to work. When I think about how I am going to
9 get to work in the morning, it is always tempting to take
10 a little bit longer and just, you know, wait at home and
11 then drive to work versus taking public transportation;
12 but if this project does pass, it will make public
13 transportation much more of a competitive option because
14 it will significantly cut the commute by public
15 transportation. Like the time it takes, it will be
16 significantly reduced.

17 Public transportation also costs slightly less
18 if you compare it to gas costs, parking costs, and also
19 wear and tear on the car.

20 MS. LITVAK: And that's your time. Thank you so
21 much. Everybody gets two minutes.

22 Are you Ms. Myers?

23 MS. MYERS: Yes.

24 MS. LITVAK: Okay. Hang on one moment. This is the
25 last speaker card I have, but I will take more. So if

17

1 anybody still wants to get up and speak, just raise your
2 hand and we'll take care of you. Step up to the
3 microphone.

4 MS. MYERS: Thank you. I'm Julia Myers and I think
5 this is a great plan.

6 The thing I would like to ask MTA to do is to be
7 sure and include some safety issues that are not in place
8 at this time. Thousands of young mothers and fathers
9 bring their children and babies on the bus and they are
10 often held in their arms close to the metal -- the metal
11 poles that we hold onto.

12 Now, that should be addressed as a safety issue
13 in this new -- in the new system. That needs to be done.
14 I mean, they can put some rubber and a place to hold onto
15 so that people won't be harmed, because oftentimes I've
16 had to personally tell them, "Please don't put your
17 baby's head that close to the pole in case the bus driver
18 has to swerve or stop suddenly" and seemingly they don't
19 understand that. Maybe we could have some written
20 information for them in different languages on the bus.

21 Okay. Also, the second issue is I've been
22 riding the buses for several years and about four years
23 ago, I asked a bus driver on the 20, "What on earth is
24 going on with the bumps that we have to endure?" I had
25 to stand up literally to be able to ride on that bus in a

18

19

1 certain area on Wilshire Boulevard. She said, "Well, I
2 hear that they're going to take care of the roadway.
3 They're going to improve Wilshire Boulevard."

4 And from time to time, I see some improvements
5 being made, but I would suggest that until those
6 improvements are done that the buses need to be made more
7 comfortable. I'm sure it wouldn't cost a fortune to
8 improve the seating in some of the older buses that don't
9 have softer cushions. It's very important for seniors
10 especially and young people that have problems. Maybe
11 they were in the hospital and they have to ride the bus.

12 MS. LITVAK: Thank you. Your two minutes are up. I
13 need you to wrap it up. Everybody gets two minutes.

14 MS. MYERS: All right. It's just some safety issues
15 that I hope will be addressed.

16 MS. LITVAK: Can you put them in writing and turn
17 them in, please?

18 MS. MYERS: I will. Thank you so much.

19 MS. LITVAK: Is there anyone else who wants to get up
20 and speak this afternoon?

21 Okay. Why don't you come on up and fill it out
22 afterwards. Come on up to the microphone.

23 Is she going to need translation? Are you
24 coming? Here comes Sun.

25 Please go up to the microphone. Let her talk

19

1 and just make sure she fills something out afterwards.

2 Thank you so much. Anybody else after -- come
3 on up. Anybody else after this?

4 She's short. She's not that short. I can say
5 that as somebody who's short.

6 MS. KIM: Hello. My name is HeePok Kim and I am also
7 a Bus Riders Union member. So this project is great, but
8 it's taking some time. I know it's been years since we
9 started this project. I ride -- I'm one of those folks
10 who ride the bus a lot, daily.

11 So, you know, Korea has, you know, bus-only
12 lanes and transit improvements that happened really
13 quickly, and here, a lot -- as I've been organizing for
14 this project, many people have been asking, "When is it
15 going to get done? When is it going to get done?" And
16 so a lot of people wanted to actually -- some of my
17 friends wanted to come and speak on this item, but
18 because they're disabled and it's hard for them to, you
19 know, move around too much, I came as representing the
20 other elders.

21 So everybody knows L.A. has the worst air. We
22 have a serious air pollution problem and so, you know,
23 the faster we can implement this, I hope you can
24 implement this as soon as possible.

25 Thank you.

20

1 MS. LITVAK: Thank you very much. Make sure she
2 fills out a card, please. Thank you.

3 Anybody else? Anybody else? Anybody else? Can
4 you back it up one, Ginny? Or maybe not.

5 So thank you very much. I want to remind you
6 these are all the ways you can get your comments in.
7 Please get your comments in by July 26th.

8 Pick these (indicating) up on the way out if
9 you'd like. Pick up the Fact Sheet.

10 See you tomorrow night in West L.A. at the
11 Felicia Mahood Center.

12 If you want to talk about the subway, we'll be
13 at the Beverly Hills Library tonight and at the
14 Santa Monica Library on Thursday, and everything is
15 online.

16 Thank you all for coming, and that concludes
17 this public hearing.

18 (Proceedings concluded at 3:30 p.m.)
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PUBLIC HEARING NO. 3
June 29, 2010 - Wilshire United Methodist Church

Response to Comment No. PH3-1

Please refer to Response to Comment No. 1-1.

Response to Comment No. PH3-2

Please refer to Master Response No. 12 regarding the bus speeds between Comstock Avenue and Westwood Avenue.

Response to Comment No. PH3-3

Please refer to Response to Comment No. 1-4.

Response to Comment No. PH3-4

Please refer to Master Response No. 10 regarding the anticipated shift of riders from automobiles to public transit.

Response to Comment No. PH3-5

Please refer to Response to Comment No. 1-5.

Response to Comment No. PH3-6

This commenter supports the proposed project and urges adoption of Alternative A with the inclusion of the segment between Valencia Street and Park View Street; the comment has been noted and will be forwarded to the decision makers for their consideration.

Please refer to Master Response No. 7 regarding the request to include the segment between Valencia Street and Park View Street in Alternative A.

Response to Comment No. PH3-7

This commenter supports the proposed project and urges adoption of Alternative A with the inclusion of the segment between Valencia Street and Park View Street; the comment has been noted and will be forwarded to the decision makers for their consideration.

Please refer to Master Response No. 7 regarding the request to include the segment between Valencia Street and Park View Street in Alternative A.

The key differences between Alternative A and the proposed project are as follows:

- Elimination of the bus lane between Valencia Street and S. Park View Street;

- Inclusion of an additional 1.8 miles of curb lane reconstruction/resurfacing between Fairfax Avenue and San Vicente Boulevard and between the western border of the City of Beverly Hills and Westholme Avenue;
- Retention of the jut-outs between Comstock Avenue and Malcolm Avenue; and
- Elimination of the bus lane from approximately 300 feet east of Veteran Avenue to the I-405 northbound ramps.

Response to Comment No. PH3-8

Bicycles will be allowed by right to operate in the bus lanes per the Los Angeles Municipal Code. The bus lanes will be posted with “Bike Ok” signage. This commenter supports the proposed project; the comment has been noted and will be forwarded to the decision makers for their consideration.

Response to Comment No. PH3-9

LACMTA and LADOT have no plans at this time to incorporate porous pavement; however, the comment has been noted and will be forwarded to the decision makers for their consideration.

Response to Comment No. PH3-10

This commenter supports the proposed project and urges adoption of Alternative A with the inclusion of the segment between Valencia Street and Park View Street; the comment has been noted and will be forwarded to the decision makers for their consideration.

Please refer to Master Response No. 7 regarding the request to include the segment between Valencia Street and Park View Street in Alternative A.

Response to Comment No. PH3-11

This commenter supports the proposed project and urges adoption of Alternative A with the inclusion of the segment between Valencia Street and Park View Street; the comment has been noted and will be forwarded to the decision makers for their consideration.

Please refer to Master Response No. 7 regarding the request to include the segment between Valencia Street and Park View Street in Alternative A.

Response to Comment No. PH3-12

This commenter supports the proposed project and urges adoption of Alternative A with the inclusion of the segment between Valencia Street and Park View Street; the comment has been noted and will be forwarded to the decision makers for their consideration.

Please refer to Master Response No. 7 regarding the request to include the segment between Valencia Street and Park View Street in Alternative A.

Response to Comment No. PH3-13

This commenter supports the proposed project and urges adoption of Alternative A with the inclusion of the segment between Valencia Street and Park View Street; the comment has been noted and will be forwarded to the decision makers for their consideration.

Please refer to Master Response No. 7 regarding the request to include the segment between Valencia Street and Park View Street in Alternative A.

Response to Comment No. PH3-14

This commenter supports the proposed project; the comment has been noted and will be forwarded to the decision makers for their consideration.

Response to Comment No. PH3-15

This commenter supports the proposed project; the comment has been noted and will be forwarded to the decision makers for their consideration.

Response to Comment No. PH3-16

This commenter supports the proposed project and urges adoption of Alternative A with the inclusion of the segment between Valencia Street and Park View Street; the comment has been noted and will be forwarded to the decision makers for their consideration.

Please refer to Master Response No. 7 regarding the request to include the segment between Valencia Street and Park View Street in Alternative A.

Response to Comment No. PH3-17

This commenter supports the proposed project and urges adoption of Alternative A with the inclusion of the segment between Valencia Street and Park View Street; the comment has been noted and will be forwarded to the decision makers for their consideration.

Please refer to Master Response No. 7 regarding the request to include the segment between Valencia Street and Park View Street in Alternative A.

Response to Comment No. PH3-18

The proposed project does not involve any changes to the bus service or operation. The primary goal of the proposed project is to improve bus passenger travel times and bus service reliability by allowing buses to travel in dedicated peak-period bus lanes for the majority of the alignment. The commenter is encouraged to contact a Metro Passenger Relations Representative at (213) 922-6235 or (800) 464-2111 or by e-mail at

customerRelations@metro.net for questions/suggestions regarding the current bus service.

Response to Comment No. PH3-19

The commenter is encouraged to contact a Metro Passenger Relations Representative at (213) 922-6235 or (800) 464-2111 or by e-mail at customerRelations@metro.net for questions/suggestions regarding the current bus service.

The proposed project would resurface/reconstruct much of the alignment to provide bus riders a smoother ride in the future.

Response to Comment No. PH3-20

This commenter supports the proposed project; the comment has been noted and will be forwarded to the decision makers for their consideration.

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BEFORE THE METRO

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WILSHIRE BUS RAPID TRANSIT PROJECT TEAM

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5 Public Hearing in the Matter of:)

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6 WILSHIRE BUS RAPID TRANSIT (BRT))

DRAFT ENVIRONMENTAL IMPACT)

7 REPORT/ENVIRONMENTAL ASSESSMENT)

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TRANSCRIPT OF PROCEEDINGS

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Los Angeles, California

17

Wednesday, June 30, 2010

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22 Reported by:

23 JODY JOHNSTON
24 CSR No. 8914

24

25 Job No.:
B5105NCO

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BEFORE THE METRO

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WILSHIRE BUS RAPID TRANSIT PROJECT TEAM

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5 Public Hearing in the Matter of:)
6 WILSHIRE BUS RAPID TRANSIT (BRT))
7 DRAFT ENVIRONMENTAL IMPACT)
8 REPORT/ENVIRONMENTAL ASSESSMENT)
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TRANSCRIPT of PROCEEDINGS, taken at
Felicia Mahood Center, 11338 Santa Monica
Boulevard, Los Angeles, California, commencing
at 6:30 p.m. on Wednesday, June 30, 2010,
heard before the METRO WILSHIRE BUS RAPID
TRANSIT PROJECT TEAM, reported by JODY JOHNSTON,
CSR No. 8914, a Certified Shorthand Reporter
in and for the State of California.

1 APPEARANCES:

2 Metro Presenter: REX GEPHART

3 Director
Regional Transit Planning
Metro

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5 Facilitator: JODY FEERST LITVAK
Manager
6 Regional Communications Programs
Metro

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1	I N D E X	
2	PUBLIC SPEAKERS:	PAGE
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1 Los Angeles, California, Wednesday, June 30, 2010

2 6:30 p.m.

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5 MS. LITVAK: Good evening, everybody. Please take

6 your seats and we're going to get started. This is a

7 scarcely attended event, but it is a formal public

8 hearing, but we're going to go through everything
9 anyway.

10 All right. My name is Jody Litvak. I'm with
11 Metro. Before we get into anything else, I need to read
12 this rather long bureaucratic statement. So with your
13 indulgence, bear with me, and we'll get through this.
14 Thank you.

15 "The Wilshire Bus Rapid Transit Draft
16 Environmental Impact Report/Environmental Assessment was
17 released on June 10, 2010, along with the Notice of
18 Intent to Hold the Public Hearings. The Notice of
19 Intent to Hold the Public Hearing was published in the
20 Los Angeles Times and filed with the Los Angeles County
21 Clerk.

22 Copies of the Draft EI/EA to be made available for
23 public review between June 10th and July 26th were
24 distributed to:

25 Felipe de Neve Library (2820 W. 6th Street)

1 Pio Pico - Koreatown Library (694 S. Oxford Avenue)
2 Memorial Library (4625 W. Olympic Boulevard)
3 Beverly Hills Public Library (444 N. Rexford Drive)
4 Westwood Library (1246 Glendon Avenue)
5 West Los Angeles Regional Library
6 (11360 Santa Monica Boulevard)
7 and
8 Donald Bruce Kaufman - Brentwood Library
9 (11820 San Vicente Boulevard)

10

11 In addition, CDs of the document were distributed
12 by U.S. mail to 46 agencies and organizations. Display
13 ads about the public hearing were published in Our
14 Weekly, Garment and Citizen, Downtown News, Korea Times,
15 and the online version of the Daily Bruin. Copies of
16 the press notice about the release of the Draft EIR/EA
17 and these hearings were sent to a distribution list of
18 over 60 media organizations

19 The Draft EIR/EA and information about the hearings
20 was posted on Metro's website. Information about the
21 release of the Draft EIR/EA and the hearings was also

22 printed in brochure form and distributed widely on Metro
23 buses and trains as well as hand delivered at key
24 locations in the study area. The brochures were also
25 sent by U.S. mail to 759 addresses in the study database.

7

1 This same information was also sent electronically to a
2 list of 867 E-mail addresses in the database. All of
3 these materials included information about the Wilshire
4 BRT on the web.

5 Affidavits of Publication and copies of detailed
6 mailing lists are available at Metro's Record Management
7 Center located on the Plaza at 1 Gateway Plaza,
8 Los Angeles, CA 90012. They may also be requested by
9 sending an E-mail to RMC@metro.net.

10 Tonight's proceedings are being recorded by a
11 court reporter, and will be submitted as part of the
12 public record. When you are called to the microphone,

13 before you begin your statement, please state your name
14 clearly for the record. You will have two minutes to
15 complete your statement.

16 If you have a written statement, you are
17 encouraged to leave a copy with a member of our team.
18 Oral and written statements will be considered equally.

19 In order for your comment to be considered as a
20 part of the public record, your comments must be
21 received by Metro before the close of the comment
22 period. The close of the comment period is July 26,
23 2010. Information on how to submit your comments after
24 tonight is shown on the board over here and is available
25 on the website, metro.net/wilshire."

8

1 As I said, if you want to comment today, we have
2 speaker cards for you. Maybe you filled one out and
3 turned one in. If you didn't, raise your hand, and

4 she'll bring one to you.

5 If you took one and haven't decided if you want
6 to speak yet, but you suddenly become inspired to, just
7 fill one out, raise your hand, and someone will come by
8 and get it from you.

9 We also have written comment forms and Ginny is
10 holding one up right now. You don't have to put written
11 comments on this form, but we have them available for
12 you. You can turn them into any one of us, or if you
13 would like, there's an address at the bottom.

14 So feel free to take them with you tonight and
15 you'll know how to get in touch with us after that. Of
16 course, if you have your own stationary, we would
17 welcome comments that way, too.

18 It is a busy, busy, busy time for
19 transportation planning. This is the last public
20 hearing for the Bus Rapid Transit Project. We are doing
21 these on top of community meetings for the Westside
22 Subway Extension.

23 We have one more of those meetings tomorrow
24 night at the Santa Monica Library, and we invite you all
25 to come to that and we have a couple brochures

1 available.

2 In addition, there's a fax sheet that gives
3 some general information on the project. I hope you
4 picked one up. All of this is available on the web,
5 including a copy of this presentation.

6 With that, we'll get into the business at hand.

7 This is an EIR/EA, Environmental Impact Report,
8 Environmental Assessment, and it's being prepared
9 jointly.

10 The Federal Transit Administration, because
11 this is a federally funded project and we go through the
12 federal process, is the lead agency under NEPA, which
13 is, in essence, the federal partner to SEQUA that we're
14 all familiar with here in California.

15 We have our FTA representative here tonight, so
16 welcome.

17 Metro is the lead agency under SEQUA, and both

18 the City and the County of Los Angeles are responsible
19 agencies. All four of us together on that. It is
20 because Wilshire Boulevard is a City street, so much of
21 the area -- although the County is responsible for the
22 operations of Wilshire Boulevard in the area that goes
23 across the 405 Freeway, that whole property.

24 My colleague, Rex Gephart, will be speaking in
25 a moment, and he'll take you through that in a lot of

10

1 detail.

2 So satisfying both the state and federal
3 environmental review. SEQUA, The Environmental Quality
4 Act and the act that governs the state requirements.

5 Metro, together with the City of Los Angeles,
6 otherwise represented here with the acronym L.A.D.O.T.,
7 L.A. Department of Transportation, determined that an
8 Environmental Impact Report was the appropriate method

9 of environmental review for this project.

10 And at the federal level, NEPA, the Federal
11 Transit Administration determined that an environmental
12 assessment was the appropriate level of environmental
13 analysis to satisfy the federal requirements. So that
14 is why we have the term EIR/EA.

15 The purpose of tonight's meeting is to provide
16 an overview of the Draft EIR/EA. We're going to
17 summarize the project and the project alternatives, and
18 what the impact determinations have been.

19 We will talk about the project schedule. We're
20 going to listen to your comments and questions, so that
21 they can be considered in developing the Final EIR/EA.

22 This is a formal public hearing, and unlike a
23 more open committee meeting, we really can't respond to
24 what you say here tonight. And that may be frustrating
25 for you, and I apologize for that, but the responses

1 will -- we're going to take all of that stuff in, and
2 we're going to consider it and use it in developing the
3 Final EIR/EA, and you're going to have to be a little
4 patient, but that is where you will see what the
5 responses are to all of the comments we get at these
6 meetings and during the public comment period.

7 So if you have a question that you want us to
8 answer, please ask us to get it on the record. Just
9 know, we are likely not going to answer it tonight, so I
10 apologize for the frustration that might come with that.

11 Let's talk a little bit about Wilshire
12 Boulevard, which is the area we're talking about.

13 Obviously, it's one of the most important
14 transit corridors in Los Angeles County. There are over
15 80,000 bus boardings a day in that corridor. It is the
16 heaviest transit bus corridor in the whole United
17 States. It's an important travel route for everybody in
18 Los Angeles.

19 The bus speeds during peak hours along the
20 Wilshire corridor are generally under 15 miles an hour
21 along most areas. I'm sure some of you are scratching
22 your heads and wondering where is it even getting up to

23 15 miles an hour, but be that as it may.

24 Large portions of Wilshire Boulevard, the
25 conditions of the curb lanes and the street are very,

12

1 very poor.

2 Interestingly, one may think that traffic
3 distributes itself equally across all the lanes. That
4 actually is not what happens. Only about 15 percent of
5 the vehicles are using the curb lanes.

6 Right now the buses travel in all of the
7 traffic lanes. They may be in the curb lane if they are
8 turning right or if they are at a stop, and, likely, the
9 local buses are in a curb lane because they don't go too
10 far, or if the curb lane is truly awful, they will get
11 out into the middle lane, but those Rapid Buses also go
12 a mile or so between stops.

13 They will get out of the curb lane, the middle

14 lane, or all the way into the center lane and then come
15 back over. So right now the buses are moving in all of
16 the traffic lanes.

17 The goals that we have for this project -- when
18 I say "we," I'm talking about all four of the agencies
19 who are part of this.

20 We wanted to look at ways of encouraging the
21 shift from automobiles to public transit. We wanted to
22 improve bus passenger travel times. We wanted to
23 improve bus service reliability. Simple reliability is
24 really a key issue for people on transit and getting
25 people to ride transit.

13

1 We wanted to look at improving the traffic flow
2 along Wilshire Boulevard. We wanted to be able to
3 improve the condition of the curb lanes along the
4 heavily damaged portions of Wilshire Boulevard, and we

5 wanted to minimize the impacts to existing on-street
6 parking.

7 So there are five alternatives that were looked
8 at. Not all of them have gone all the way through for
9 evaluation.

10 There was the initial proposed project that we
11 talked about when we were out here in the fall for
12 scoping. Rex will go into this in much more detail for
13 you.

14 There is an alternative project that we are
15 calling, "Alternative A," which is a truncated, a
16 somewhat shorter project than the proposed project, in
17 terms of the bus lanes, but it retains what are known as
18 the jut-outs in the highrise condominium area in
19 Westwood, but it also allows us to do some other things
20 and, again, Rex will talk about that.

21 There was an even more truncated project,
22 "Alternative B," that wasn't completed in full because
23 there was a funding criteria, so that has been rejected
24 and has not gone all the way through this evaluation.

25 And in addition, there was what we call

1 "Alternative C," which would have been a minibus lanes,
2 for lack of a better term, project that was also not
3 feasible. That was a combination of little buses and
4 segments and other tentative improvements targeted here
5 and along the way.

6 And then, of course, there is the "No Project
7 Alternative." For all of these environmental efforts,
8 you have to look at how do the projects that you're
9 evaluating compare to that particular project goal.

10 So Rex is now going to talk about the proposed
11 project and Alternative A and what we found and the
12 Draft EIR/EA and all of that good stuff, and then I'll
13 be back.

14 MR. GEPHART: Thank you, Jody.

15 I would also like to recognize -- I know Jody
16 mentioned him the other day -- but Ray Tellus (phonetic)
17 from the Federal Transit Administration. They are the
18 primary funding agency for this project, I must say, and

19 Susan Bok from the City of Los Angeles, the other
20 funding agency for this project. So it's good to have
21 both agencies here. Thank you.

22 Is the County here today? I don't think they
23 are.

24 Okay. So the proposed project -- again, this
25 is the project that was proposed initially to the

15

1 Federal Transit Administration in our grant application.

2 The proposed project was to convert the
3 existing curb lanes along Wilshire Boulevard, and I have
4 a map that shows all of this.

5 Converts it to peak period bus lanes.
6 Re-surface or reconstruct significant portions of
7 Wilshire Boulevard, and the application was about two
8 and a half miles, I think, or maybe about 2.8 miles of
9 reconstruction on Wilshire Boulevard, and the rest need

10 resurfacing or repaving.

11 Widening Wilshire Boulevard in several areas,
12 to some extent, out by the 405 Freeway and a little bit
13 west of Federal.

14 Remove the existing jut-outs and realign the
15 curbs between Malcolm and Comstock Avenue. We'll talk
16 more about the jut-outs in just a second.

17 Construct a new eastbound peak period bus lane
18 between Barrington and Bonsall. That's Barrington
19 eastward across Federal all the way to Bonsall is
20 basically where the Federal Administration is, the
21 hospital area.

22 Restripe the existing traffic lanes if
23 necessary and install traffic and transit signs and
24 pavement markings.

25 So the map version of what I just said is from

1 Valencia -- by the way, this is the 110 Freeway here
2 with downtown, the 10 Freeway, the 405 Freeway,
3 Santa Monica, Beverly Hills.

4 So at the very eastern end from Valencia to
5 Western, we would repave Wilshire Boulevard. Convert
6 the existing curb lanes and repave on Wilshire
7 Boulevard.

8 And then from Western to Fairfax, reconstruct
9 Wilshire Boulevard and stripe it. From Fairfax to
10 Beverly Hills, simply convert the existing bus lanes to
11 peak period bus lanes.

12 Just west of Beverly Hills to Comstock, convert
13 the existing bus lanes. From Comstock to Malcolm, as I
14 mentioned earlier, that's where we would remove the
15 jut-outs.

16 What jut-out means, is when some condominiums
17 were built -- or when buildings were built in this area,
18 the City of L.A. asked that the walkway -- not the
19 walkway. What is that called, the area that is green?

20 MS. BOK: The parkway.

21 MR. GEPHART: The parkway. Thank you. The parkway
22 be shortened. And whenever the new developments would
23 go up. But along that area not all has been rebuilt

24 with new developments, so not all of the parkway has
25 been cut back, leaving some areas still jutting out into

17

1 Wilshire in the streets and the shrubberies and such,
2 and those are called jut-outs.

3 What this project is proposing to do is remove
4 all of the remaining jut-outs along Wilshire Boulevard
5 and then add a bus lane in each direction in that area.
6 Not take a lane from Wilshire, but add a lane to
7 Wilshire from here to here in both directions.

8 Then from Malcolm to Sepulveda, convert the
9 existing bus lanes to peak period bus lanes -- excuse
10 me. Convert the existing curb lanes to peak period bus
11 lanes.

12 In the County of Los Angeles, which is from
13 Sepulveda to Federal, there is two things we're doing
14 here. There's a left-turn pocket as you are going

15 eastbound on Wilshire wanting to turn northbound on
16 Sepulveda, you're underneath the freeway basically
17 there.

18 It's a very short turn pocket, and in the peak
19 periods, the cars fill up that left-turn pocket and back
20 out into the thru-lane to Wilshire Boulevard blocking
21 the thru-lane, at least one of the thru-lanes on
22 Wilshire Boulevard, so that it restricts the traffic
23 flow through that area.

24 It's a very short left-turn pocket. I think
25 130 feet. We're going to extend that by adding about

18

1 another 450 to 500 feet, so that all cars would then sit
2 in the left-turn pocket and not block any thru traffic
3 on Wilshire Boulevard.

4 And from Barrington all the way to Bonsall, we
5 would widen Wilshire between Barrington and Federal, and

6 widen Wilshire between Federal and Bonsall, and add an
7 eastbound bus lane, and then we would be re-striping all
8 of Wilshire and moving the lanes north a little bit.
9 And then from Barrington to Centinela, convert the
10 existing curb lanes to bus lanes.

11 The alternative or one of the alternatives is
12 to -- which we call "The Truncated Project," is to
13 eliminate the bus lanes from Valencia and South Parkview
14 Street.

15 What that means is eliminate the bus lane
16 project the last seven-tenths of a mile on the eastern
17 end of the project.

18 Also, eliminate the bus lane from approximately
19 300 feet east of Veteran. That's about mid block
20 between, I think, maybe Galey and Veteran, but 300 feet
21 east of Veteran to the 405 Freeway.

22 And the reason for that is because the curb
23 lanes in both directions are on -- basically, they are on
24 an offramp for the 405 Freeway, so we didn't want
25 another bus lane competing with on and offramps to the

1 405 Freeway.

2 So we're proposing to eliminate the bus lane
3 from the 405 to 300 feet east of Veteran. Retain the
4 jut-outs between Malcolm and Comstock. That is, leave
5 it basically -- not basically, but exactly as it is
6 today. Not touch the jut-outs. That would leave the
7 parking in that area.

8 And I should have mentioned earlier, that if we
9 remove the jut-outs, we would be removing a little over
10 80 parking spaces.

11 In Alternative A, if we retain the jut-outs, we
12 would not be touching the parking or the trees or the
13 grass or anything else in that area. It would be left
14 exactly as it is today.

15 Then the federal government has allowed us to
16 take that money, that we would have spent otherwise, to
17 remove those jut-outs and reconstruct additional
18 portions of the curb lanes from Fairfax to Beverly Hills
19 city limit. And from the western boundary of

20 Beverly Hills to Westholme.

21 So there has to be reconstruction of the curb
22 lanes in those areas because they are in very bad
23 condition and that practically doubles the amount of
24 curb lane that would be reconstructed with this
25 alternative remodeled curb lane. It would double to

20

1 about five miles of reconstruction.

2 So the map version is from Parkview to Valencia,
3 no more bus lane. Convert the existing bus lanes to --
4 convert the existing curb lanes to bus lanes to Western,
5 and as opposed to last time reconstructing most of
6 Western to Fairfax, now we will reconstruct from Western
7 all the way up to Beverly Hills city limit.

8 Then, as opposed to just converting bus lanes
9 on the Western side of Beverly Hills, now we're going to
10 be reconstructing the curb lanes from Beverly Hills all

11 the way to Westholme, and if you have driven in any of
12 these areas in here or anywhere along here, you would
13 know why we would want to be reconstructing the bus
14 lanes.

15 And I must say that -- and we'll talk more
16 about this in a second, but this project is for peak
17 period bus lanes only. So the rest of the day,
18 approximately about 18 hours a day, these curb lanes are
19 going to be open to thru traffic, so it would add a lot
20 more capacity for traffic -- or excuse me, automobiles
21 in the off-peak periods because more people would then
22 be able to travel in those curb lanes because we would
23 completely improve the conditions at those curb lanes.

24 From the rest of the project, from Westholme to
25 Centinela, is exactly the same as in the proposed

1 project that we just mentioned earlier.

2 Bus lanes are in operation only weekdays and
3 only during those peak periods. They can be used by
4 right-turning traffic and bicycles at any time.

5 Buses will be allowed to pass when necessary --
6 as opposed to today when buses are in different lanes.
7 In fact, we encourage the Metro Rapid Buses to stay out
8 of the curb lane because they are always passing the
9 local buses. So the local buses basically stay in the
10 curb lane and the Metro Rapid and the 920 stay in the
11 other lanes. So you have buses in different lanes.

12 And then the alternative with the bus lane, the
13 buses will stay in the curb lane. The traffic stays in
14 the traffic lanes, except when the buses need to pass
15 one another.

16 Then we developed what we're calling, "Special
17 Measures" to ease the transition of the bus lanes as
18 they approach Beverly Hills on both sides. We did not
19 take the bus lanes right up to the Beverly Hills city
20 limit. We stopped the bus lanes short at the Beverly
21 Hills city limit, so the two traffic lanes and the bus
22 lane can merge into three traffic lanes, which is what
23 you have in Beverly Hills in both directions as you're
24 approaching Beverly Hills on both sides.

1 EIR/EA. There are a lot of categories that we have to
2 study as part of an environmental document, and we found
3 that these categories have no impact.

4 There are categories that have no impact. Less
5 than a significant impact. Less than significant impact
6 with mitigation, and then have significant impact. We
7 will go through all of those.

8 These categories, "Aesthetics," "Agricultural
9 Resources," "Biological Resources," "Geology & Soils,"
10 "Hazardous Materials," "Hydrology," "Water Quality,"
11 "Mineral Resources," "Population & Housing," "Public
12 Services," "Recreation & Utilities," we found will have
13 no impact as a result of this project.

14 Categories that will have less than significant
15 impacts would be the "Air Quality," and that is during

16 the operation of the project. Plus, "Cultural
17 Resources," "Land Use," "Noise," "Circulation," and
18 "Parking."

19 But then there is another category, "Less than
20 significant impact only with mitigations."

21 That would be the aesthetics. The mitigation
22 here in this case is not removing those jut-outs. If we
23 leave the trees and everything else that's out there
24 today, there would be no more studying impact.

25 "Air quality." During construction we have a

23

1 set of mitigations that we're asking the City and the
2 County to follow, I suppose. We're going to go over
3 those in a second. And if everybody does, those would
4 be the mitigations for the air quality issue during
5 construction.

6 And "Biological Resources," which means the

7 nesting of birds. The idea here is that the
8 mitigation -- as birds are going to nest in the trees,
9 if we leave the trees as opposed to taking them out when
10 we remove the jut-outs, there would be no issue with the
11 nesting of birds, and that would be a mitigation for the
12 biological resources, and we'll talk about that in just
13 a second as well.

14 And then the one category that has significant
15 impact is "Traffic," and we'll talk about that.

16 So the air quality construction mitigation that
17 the City and the County would be using during this
18 project are to minimize, re-use, and recycle
19 construction-related waste.

20 Minimize grading, earth moving, and other
21 energy-intensive construction practices. Where
22 possible, replace trees or landscaping. And where
23 possible, use alternative fuel instead of diesel powered
24 generators.

25 With respect to noise, the mitigations during

1 construction, where possible, use noise-reducing
2 features on construction equipment.

3 Where possible, use electrically powered
4 equipment instead of pneumatic or internal combustion
5 powered equipment.

6 Use noise producing signals for safety warning
7 purposes only, and no project-related public address
8 system or music system shall be audible at any adjacent
9 receptor. And the City and County have all agreed to
10 all of this.

11 With aesthetics, where possible, preserve the
12 trees within the existing jut-outs or relocate and
13 incorporate them into the landscape plan where space
14 permits, but that only applies to the proposed project.
15 It does not apply to the project alternative because we
16 would not be removing the jut-outs.

17 Biological resources. Net trees, that means
18 putting a net on the trees to be removed prior to the
19 typical breeding/nesting season for the birds to prevent
20 birds from inhabiting the trees prior to tree removal

21 and construction.

22 And, again, that would only be necessary with
23 the proposed project and not with project Alternative A,
24 because with project Alternative A, we're not removing
25 the jut-outs or the trees or the shrubs or anything

25

1 else.

2 The traffic study. This is where we have
3 impacts. The intersections that we study and, again,
4 this is the project. This is from project Alternative A,
5 from Parkview, Beverly Hills, Santa Monica, 405 Freeway,
6 10 Freeway, we looked at 74 intersections throughout
7 the west side to evaluate whether or not there would
8 be impacts, meaning would cars that no longer take
9 Wilshire Boulevard because of the bus lane, would those
10 cars go to any of these other intersections, parallel
11 streets, perpendicular streets, and add to this

12 congestion in those intersections.

13 So we looked at 74 intersections to see if that
14 would happen, and of the 74 intersections for the
15 proposed project in Alternative A, we found that 53 of
16 the 74 would have no impact. And this was done with
17 modeling that the City and Metro have all agreed on a
18 long time ago. Well over a year ago.

19 And as a result of that modeling, we found that
20 there would be no impact at 53 or 55 intersections, but
21 21 intersections would have those impacts. Twelve we
22 can only mitigate. And we'll talk about those 12 and
23 those 10. Five we can partially mitigate, and four we
24 cannot mitigate at all. So there would be significant
25 impacts at four of the intersections for each proposed

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1 project and project Alternative A.

2 What we did, the mitigations that we are

3 proposing in general, is installation of upgraded
4 traffic signals. So to allow projected left-turns or
5 additional turn lanes. We're going to talk about that
6 specifically by intersection.

7 We targeted widening to create turn lanes and
8 installation of new hardware for improved real-time
9 adjustment of traffic signals. The City of Los Angeles
10 has software that allows the signals to adjust in terms
11 of real-time, if, for example, the intersection during
12 the peak period is given a little bit more green time in
13 the east/west direction, and then several hours later
14 there needs to be more green time to the north/south,
15 those signals adjust in real-time and allow that to
16 happen.

17 It's very innovative, I must add. Thank you,
18 City of Los Angeles.

19 So the intersections that I mentioned earlier,
20 I'm going to talk about those 12 and those 10 right now
21 that we're going to fully mitigate.

22 The 12 and the 10 -- and there's another slide
23 that adds up to the 12 and the 10 after this. For those
24 intersections that you see here, basically what we're
25 proposing, in fact, for all of these we're proposing to

1 change the existing signalization from what is called
2 "permitted only" to "protected and permitted," and that
3 means that right now if you approach an intersection and
4 you wanted to turn left, there would be a green ball and
5 it would allow you to turn left if it's safe. That's
6 permitted.

7 But what we're trying to do or proposing to do
8 is add a protected and a permitted phase, which means
9 that in addition to the green ball, there would be a
10 green arrow, and the green arrow would turn on first,
11 everybody would turn left that needs to turn left, and
12 then the green arrow would turn to a green ball and more
13 cars could turn left, but only if it's safe to do so.

14 And that allows us to mitigate the additional
15 impacts that were created by the bus lanes on Wilshire
16 Boulevard at these intersections, Barrington and

17 Wilshire, Beverly Glen and Olympic, Sepulveda and Pico,
18 Highland and 3rd, Alvarado and 6th, Highland and
19 Wilshire, La Brea and Olympic, and Highland and Olympic.

20 For the remaining intersections that add up to,
21 as I previously indicated, 12 and 10, at Veteran and
22 Wilshire in the proposed project we would eliminate the
23 bus lane from Sepulveda to mid-block between Veteran and
24 Galey.

25 That's the same exact issue I was mentioning

28

1 earlier with the Alternative A where we were reducing
2 the length of the bus lanes right at the 405 Freeway.
3 That's what this is. It's in words, but it is at
4 three-tenths of a mile that we would reduce the bus lane
5 just west of the 405 Freeway, meaning Sepulveda to
6 300 feet east of Veteran, which is mid-block between
7 Veteran and Galey.

8 So because we're already doing that in
9 Alternative A, we're proposing to also do that in the
10 proposed project to mitigate the traffic impact at
11 Veteran and Wilshire.

12 At Beverly Glen and Wilshire, we'll be adding
13 a northbound and right-turn lane. Westwood and
14 Santa Monica add a southbound left-turn lane. Bundy and
15 Olympic, a southbound left-turn lane. And Fairfax and
16 Crenshaw on Olympic, we would be adding that adaptive
17 traffic control system that I mentioned earlier that
18 changes during the day and adapts to the changes in
19 demand or traffic demand at any time during the day.

20 There are five intersections that I mentioned
21 earlier. Of those 12, you might recall that I mentioned
22 five that are partially mitigating.

23 This is important because none of these
24 mitigations fully mitigate these intersections, but the
25 federal government has allowed us to use the money from

1 this project to partially mitigate these as much as we
2 can, and we were just trying to do as much mitigation as
3 possible as part of this project.

4 So we're proposing to upgrade the vehicle
5 detection at Bundy and Wilshire, add traffic signal
6 controllers, new upgraded traffic signal controllers, at
7 Veteran and Santa Monica, Western and Olympic, Fairfax
8 and Wilshire, and upgrade the vehicle detection at
9 La Brea and Wilshire.

10 And that would allow us to partially mitigate
11 up to 10 percent of that intersection, or 93, 60, or 20
12 or 51, up to, let me give you the range here, not a
13 hundred percent, but it would help. And, again, the
14 federal government is allowing us to do that.

15 Then there are four intersections, these four
16 and those four, that we are not able to mitigate at all,
17 and they are left as significantly impacted
18 intersections.

19 So where are we? The project schedule. We are
20 here in -- this is the June/July timeframe. The Draft
21 EIR/EA has been sent out for public review, and that's

22 what Jody was talking about earlier, to the libraries
23 and every place else, and we're holding four public
24 hearings, this is the fourth out at the four, during
25 this time period, and we're collecting everybody's

30

1 comments.

2 And when we receive at the end of this period,
3 which is July 26th, we will take everybody's comments
4 and incorporate them into the Draft EIR/EA, and create a
5 Final EIR/EA.

6 Then we send the Final EIR/EA to the federal
7 government for review. And the federal government
8 reviews all of the comments, and then reviews all of our
9 responses, and makes sure that our responses are
10 adequate. If they are not, the federal government calls
11 us up or sends it back and says, "Please fix this. We
12 need a better response."

13 So the federal government is very tuned into
14 the comments as well as our responses, and wants to see
15 absolutely adequate responses to everybody's comments.

16 So it's important; that is why we're taking a
17 month here, to incorporate the public comments and
18 upgrade the Final EIR/EA, and then, and only then, if
19 the federal government is satisfied with our responses,
20 the federal government will issue the findings of the
21 impact.

22 At that point we could start construction, but
23 the EIR/EA still needs to go to Metro, and we're
24 scheduled in October for approval, and then it has to go
25 to the City of Los Angeles and the County of Los Angeles

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1 for approval, and that is scheduled in November, and if
2 all three agencies approve the Draft EIR/EA, plus the
3 federal government, we could start construction as early

4 as December this year.

5 So with that, I'll turn it back to Jody.

6 MS. LITVAK: Thank you. All right. This is
7 the same chart you see over here. If you want to
8 comment officially on the record during the comment
9 period for the Draft EIR/EA, we're going to give you a
10 chance in just a moment to speak to us verbally, and we
11 limit those to two minutes.

12 Our court reporter here is going to be
13 recording those. You can send in your written comments
14 using the form I showed you earlier or by any other
15 piece of paper you choose. You can mail them to
16 Martha Butler, who is standing in the back, at
17 1 Gateway Plaza, Los Angeles, California 90012.

18 If you walk out of here and you don't bring the
19 thing with you with the address and you don't remember
20 that, if you remember Wilshire BRT Metro, 1 Gateway
21 Plaza, 90012, it would get to us.

22 You can E-mail us at Wilshirebrt@metro.net.
23 You can go to our website, metro.net/Wilshire, and
24 just get us your comments in electronically or get them
25 in the mail and postmarked by July 26th.

1 We're now going to turn it over to you. Ginny
2 is going to come up and be the timekeeper. Come up to
3 the microphone, say your name, and we'll start the
4 countdown. Lean real close to the microphone. Don't be
5 afraid of it.

6 If you start talking and the microphone is
7 standing there and you start moving your head around,
8 you lose half of what you want to say and you're here to
9 tell us what you want to say.

10 First up is Jay Handal. After Jay is going to
11 be Donald Kronos. And the other reason I want you to
12 state your name before you start and so that I can get
13 it on the record is because if I mangle your name, we
14 want to get it right. And I apologize for that.

15 MR. HANDAL: Good evening. My name is
16 Jay Handal. I'm the Chair of the West L.A. Neighborhood
17 Council. Thank you for coming out into our district for

18 this meeting.

19 A couple of comments for the record.

20 Number 1, having reviewed the intersections that
21 were studied, I believe that whatever you are putting
22 together now is already flawed because you have not
23 looked at any intersections from the 405 west and CP-11
24 (phonetic) on Sunset Boulevard.

25 When you guys did your six month test that

1

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1 lasted 33 months, our area was highly, highly impacted
2 on Sunset Boulevard. Only now that we're tearing down
3 the bridge have we finally got people back down to
4 Wilshire Boulevard, and we're going to kick them back
5 out again.

6 And so I think immediately the first thing you
7 need to recognize is that there is a problem with what
8 has been studied as far as the intersections.

1

9 As far as the Wilshire bus lane -- and, again,
10 after seeing that test over 33 months, it became very
11 evident that what you were doing is you were trying to
12 accommodate five percent of the commuters and 33 percent
13 of the lanes.

14 Now, what I heard here today about the BRT
15 using a second lane, and I have seen it, tells me that
16 you're not only taking up one full lane, you're taking
17 up partially a second lane.

18 I had a constituent talk to me the other night
19 and he said he talked to someone at Metro and asked him
20 what the delay in time was for the commuting traffic,
21 and everyone was told nobody knew.

22 That information needs to be made public,
23 because if I remember, it was over two minutes for the
24 car commuter in the delay when there was a bus lane on
25 Wilshire Boulevard.

2

1 Also, there's approximately eight buses to ten
2 buses a minutes that run, I think -- no, an hour, that
3 run down the bus lane as of the last time we had it.

4 So all of the rest of the time you're
5 inconveniencing every other commuter and keeping them
6 stuck in the district because you're trying to
7 accommodate people on the buses. For the federal
8 government, this is a bad project.

9 For the state and city, this is still a bad
10 project and it makes no sense. As far as I'm concerned,
11 you need an Alternative D. No plan at all or move it out
12 of our district.

13 MS. LITVAK: Okay. Donald Kronos, come on up.
14 After Mr. Kronos is Hilary Norton.

15 MR. KRONOS: I'm Donald Kronos. I'm kind of
16 new here. I moved into Los Angeles back in February.
17 I'm actually living half a block off of Wilshire
18 Boulevard, so I have a pretty good idea what this is all
19 about, and, actually, I took the 720 most of the way
20 here. I use public transportation.

21 So at any rate, I was kind of happy to hear
22 that they are going to allow right-hand turns in the new

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4

23 lanes in the supposedly bus only lanes. I was a little
24 worried when I saw bus only because, you know, there
25 have been other areas where I have seen they tried to do

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1 something that was literally bus only and the buses keep
2 getting cut off there by people turning right.

3 I would like to see a little more detail about
4 that. I'm curious how they are going to do it. I think
5 it would be important to look at other areas that have
6 already done the right turn only except for buses. It's
7 been done in quite a few areas, and so we'll see what's
8 worked and what hasn't worked.

4

9 My suggestion off the top of my head and based
10 on what we looked at would be the first third of the
11 block just ordinary traffic flow. On each new block
12 after an intersection the first third of the block
13 ordinary traffic flow, but the middle third of the block

14 would be sort of a merged lane for people to get out of
15 the right-hand lane and not turn right, and then the
16 last third would be right hand only except for buses.

17 And where possible, put the bus stop after the
18 intersection so the buses aren't stopping before the
19 right-hand turn lane, so people aren't stuck behind them
20 waiting to turn right and the bus can get across where
21 nobody else should be in the first place anyway unless
22 they are actually coming around the corner turning right
23 to get on to that street, in which case they can wait
24 for the bus.

25 Like I said, it has been done in other areas.

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1 I have seen it.

2 Another thing, the upgraded traffic signals,
3 I'm not sure exactly what they have in mind, but I have
4 seen in other areas --

4

5 MS. LITVAK: I'm going to need you to wrap it
6 up, Donald.

7 MR. KRONOS: Okay. I'd like to see those
8 areas where the traffic signals are sensitive to the bus
9 coming, and allow the bus to get a green light a lot
10 more frequently that way. So things like that can be
11 looked into as well. If somebody wants to talk to me
12 about that later, feel free.

13 MS. LITVAK: Thank you so much.

14 Hilary Norton. After that is Matthew Hetz.

15 MS. NORTON: Hi. My name is Hilary Norton.
16 I'm the Executive Director of FAST, and we're here to
17 support this effort because, frankly, this is a heavily
18 traveled commute lane.

19 At Wilshire, the repaving is going to be so
20 crucial for all commuters, frankly, to have a safer
21 Wilshire Boulevard, a faster Wilshire Boulevard.

22 In fact, with FAST, our interns came from UCLA
23 and took the bus every single time and, in fact, they
24 were three hours late many times because the buses were
25 so full, and they just need a faster route.

4

5

1 So we want to see more opportunities for people
2 to take public transportation.

3 I did want to ask whether or not there would be
4 consideration for private shuttles, private buses, that
5 would come and use those lanes as well, if they were
6 possible.

7 From what I have been told, it's only public
8 buses that can be used in those lanes for now.

9 MS. LITVAK: And we're not giving answers
10 tonight. All the questions go on the record.

11 MS. NORTON: Okay. Thank you. That's my
12 question. But we're here to support, and all of our
13 members, and we represent nearly two million people, and
14 we are heavily in support of this.

15 Thank you, very much.

16 MS. LITVAK: Okay. Matthew Hetz, come on up.

17 MR. HETZ: Hi. I'm Matthew Hetz, a transit
18 rider. I support the project, despite some opposition

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19 about it not working and having only buses during
20 certain hours.

21 Those are commuters hours. The rest of the day
22 would be limited traffic, so I see no problem with that.

23 The problems that I have with the Rapid Bus
24 currently is that they are safe buses. The doors open
25 outward and the high curbs prevent the buses from moving

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1 close to the curb, so if you step off the curb onto the
2 bus -- and I carry a -- I pull a bag, so I have to take
3 it up and off the curbs, so the curbs need to be
4 reconfigured or the buses need to be reconfigured.

5 Secondly, the shelters are totally inadequate
6 for rain. They look nice, but rain will go sideways in
7 the wind. There is no side coverings for the rapid
8 buses.

9 If you want to attract riders -- I think the

6

10 ultimate goal of this is you need to make it better for
11 riders. So one of the biggest problems is protection
12 from the elements. As I said, rain goes sideways. The
13 sun, it's very hot and so forth.

6

14 So the project is great. I support it. But it
15 needs, I think, a bit more input from riders on what we
16 have to go through to ride in the system. Thank you.

17 MS. LITVAK: Thank you, very much.

18 Are there any other speakers for tonight?

19 I do want to let you know that we actually had
20 a lot of turnout in the other three hearings, so don't
21 feel rejected like this is all they are.

22 I do want to remind you to please turn in your
23 written comment forms tonight or get comments into us by
24 U.S. Mail or electronically by July 26th, they all
25 count, and with that, I'm going to do things a little

1 out of order tonight. We're going to end the public
2 hearing, and we can go off the record.

3 (Proceedings concluded at 7:20 p.m.)

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PUBLIC HEARING NO. 4
June 30, 2010 - Felicia Mahood Center

Response to Comment No. PH4-1

Please refer to Master Response No. 1 for an explanation of how study intersections on these streets were identified.

Response to Comment No. PH4-2

Please refer to Master Response No. 2 concerning how lane utilization was determined and Master Response No. 4 regarding the differences between the proposed project and the Bus Lane Demonstration Project.

Response to Comment No. PH4-3

The commenter's opposition to the proposed project has been noted.

Bus lanes are a key component of Bus Rapid Transit and are strongly supported by the Federal Transit Administration (FTA).

Response to Comment No. PH4-4

This commenter supports the proposed project; the comment has been noted and will be forwarded to the decision makers for their consideration.

LADOT and LACMTA jointly implemented a Transit Priority System (TPS) along Wilshire Boulevard within the project area. The system provides real-time monitoring capability of Metro Rapid buses as they travel along their designated routes and actively monitors and adjusts traffic signals along the routes to provide traffic signal priority to the buses, which has led to significant improvement in bus travel time.

Response to Comment No. PH4-5

This commenter supports the proposed project; the comments have been noted and will be forwarded to the decision makers for their review and consideration.

LACMTA and the City of Los Angeles are willing to evaluate the use of the bus lanes by other privately operated buses that promote reduced car congestion and high-occupant travel on Wilshire Boulevard.

Response to Comment No. PH4-6

The suggestions regarding bus specifications and bus loading and unloading features have been noted. LACMTA is aware of the problem with the front door getting hung up at curbs that are 9 inches or higher. To address this problem, operators must pull into those bus zones at least 18 inches away from the curb. LACMTA understands that this is not an ideal situation and apologizes for any inconvenience. LACMTA also makes every effort to

establish stops where both doors open onto solid curb. Unfortunately, this is impossible to do in every case.

The commenter is encouraged to contact a Metro Passenger Relations Representative at (213) 922-6235 or (800) 464-2111 or by e-mail at customerRelations@metro.net for questions/suggestions regarding the current bus service.

3.3 Form Petitions in Opposition of the Proposed Project

The following petitions to oppose the proposed project have been submitted. Please refer to Master Response Nos. 1 through 18 for responses addressing these comments.

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1805

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name:
Address:
City, Zip:

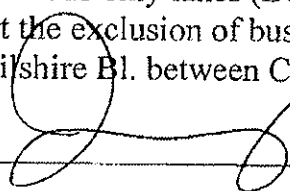
Lydie [unclear]
#1805 - 10448 Wilshire
LACA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed _____



To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: ALLAN AFRICK
Address: 10560 Wilshire Blvd # 1202
City, Zip: Los Angeles, CA 90024

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- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of juxtouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed ALLAN AFRICK

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: FRANCISCO AGUIRRE
Address: 10701 Wilshire Boulevard, Unit # 704
Los Angeles, CA 90024

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Signed 

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create peak period bus only lanes in Westwood from Comstock Ave. to Glendon Ave. I support a NO PROJECT alternative between Comstock Ave. and Glendon Ave. for the following reasons.

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
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- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes. Traffic will idle and gridlock will occur in areas where currently these problems do not exist.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives A&B all have stretches of Wilshire Bl. which do not include bus only lanes. I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Print Name: ^(B) PAYAM AHDOOT

Sign 

Address: 10490 Wilshire Blvd Apt 1205
^(A) NAZILA AHDOOT

City, Zip: Los Angeles, CA 90024

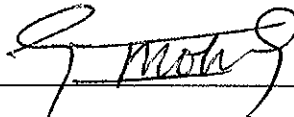
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Signed: _____



Printed Name: _____

Mohamed Ahmed

Address: _____

10350 Wilshire Blvd

City, Zip: _____

LA CA 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: Mahin Akhavan
Address: 10701 Wilshire Boulevard, Unit # 304
Los Angeles, CA 90024

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Signed

Mahin Akhavan

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name:

Address:

BOYA ACHAWAN
10701 Wilshire Boulevard, Unit # 304
Los Angeles, CA 90024

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Signed

BOYA ACHAWAN

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

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- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed:

Lois and Buzz Aldrin

Printed Name:

LOIS and BUZZ ALDRIN

Address:

10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
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Signed: Heila Amin

Printed Name: Heila Amin

Address: 10350 WILSHIRE #1603

City, Zip: LOS ANGELES CA 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: Leyli Aminian
Address: 10445 Wilshire Blvd # 506
City, Zip: Los Angeles, Ca. 90024

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Signed



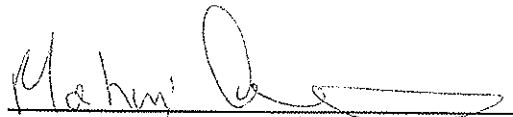
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Signed:



Printed Name:

MAHIN AMIRIAN

Address:

10380 Wilshire Boulevard, Los Angeles, CA. 90024


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Signed:



Printed Name:

SOHAILA AMIRIAN

Address:

10380 Wilshire Boulevard, Los Angeles, CA. 90024

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Printed Name: _____

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Signed: Azhar Ardebilchi

Printed Name: AZAR ARDEBILCHI

Address: 10350 Wilshire Blvd. #501

City, Zip: Los Angeles, CA 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: FRANCES M ARNOLD
Address: 10445 WILSHIRE BLVD #505
City, Zip: LOS ANGELES, CA 90024

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Signed Frances M Arnold

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: MARTIN ARNSTEIN

Address: 10560 Wilshire Blvd # 1006

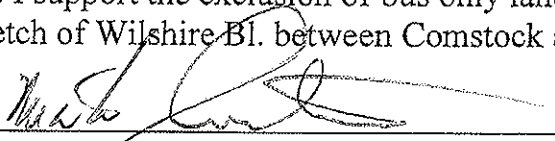
City, Zip: Los Angeles, CA 90024

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Signed



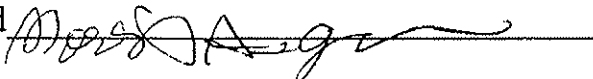
To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: MORRIS and FAYE ASGAR
Address: 10660 WILSHIRE BLVD # 304
City, Zip: LA 90024

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To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

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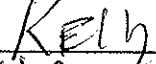
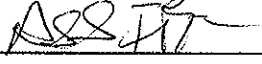
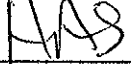
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Signed: _____

Printed Name: _____

Company: _____

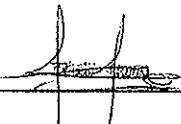
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Signed:



Printed Name:

EDGAR ASTURIAS

Address:

10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: Hassan/Flora Azarba
Address: 10666 Wilshire Blvd, Apt 905
City, Zip: Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

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Signed _____


605

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: William Barber
Address: 10445 Wilshire Blvd: #605
City, Zip: Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutsouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

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Signed



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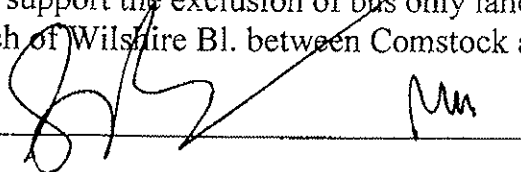
Printed Name: Dr. Barkhordarian
Address: 10445 Wilshire Blvd #1203
City, Zip: Los Angeles, CA 90024

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- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed _____



To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: Richard Basiss
Address: 10445 Wilshire Blvd. 961
City, Zip: LA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutsouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
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- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutsouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed Richard Basiss

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
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- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: _____

Printed Name: _____

Address: _____

10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create peak period bus only lanes in Westwood from Comstock Ave. to Glendon Ave. I support a NO PROJECT alternative between Comstock Ave. and Glendon Ave. for the following reasons.

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
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- An adverse impact on property values will occur.

The proposed project and Alternatives A&B all have stretches of Wilshire Bl. which do not include bus only lanes. I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Print Name: ^{u2)} HARRIET BEEK

Sign Harriet Beek

Address: 10490 Wilshire Blvd. Unit 2303

City, Zip: Los Angeles, Ca 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name:

EMIL BENJAMIN

Address:

10701 Wilshire Boulevard, Unit # 1206
Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the juitouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
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The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.) I support the exclusion of bus only lanes and retention of juitouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed

E. Benjamin

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutsouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

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The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutsouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed:

Phyllis Ben-Ner

Printed Name:

Phyllis BEN-NER

Address:

10350 WILSHIRE BLVD

City, Zip:

LA, CA. 90024

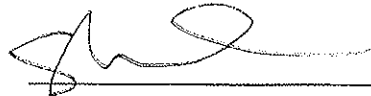
To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutsouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

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The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutsouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed: _____



Printed Name: _____

SHELLI BEN-NER

Address: _____

10350 WILSHIRE BLVD # 904

City, Zip: _____

LA, 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create peak period bus only lanes in Westwood from Comstock Ave. to Glendon Ave. I support a NO PROJECT alternative between Comstock Ave. and Glendon Ave. for the following reasons.

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
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- An adverse impact on property values will occur.

The proposed project and Alternatives A&B all have stretches of Wilshire Bl. which do not include bus only lanes. I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Print Name: Mr. Mrs. Y. Ben-Ner

Sign Y. Ben-Ner

Address: 10490 Wilshire Blvd. #1804 LA. CA
90024

City, Zip: 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create peak period bus only lanes in Westwood from Comstock Ave. to Glendon Ave. I support a NO PROJECT alternative between Comstock Ave. and Glendon Ave. for the following reasons.

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The proposed project and Alternatives A&B all have stretches of Wilshire Bl. which do not include bus only lanes. I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Print Name: YOCHANAN BEN-NER

Sign y Ben-Ner

Address: 60490 WILSHIRE BLVD, #104

City, Zip: LA CA 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name:

ARASH BERAL

Address:

10701 Wilshire Boulevard, Unit # 1105
Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the juttouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
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Signed

Arash Beral

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name:

Address:

DR. VICTORIA BERCK

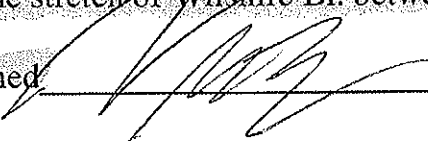
10701 Wilshire Boulevard, Unit #1006
Los Angeles, CA 90024

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The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed



To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

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The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed:



Printed Name:

NICOLE VAN DER BERG

Address:

10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

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Signed:

Richard Berman

Printed Name:

Richard Berman

Address:

10350 Wilshire Blvd. #201

City, Zip:

Los Angeles, CA 90024

*Are you out of your mind?
Do it where you live*

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name:

MARLENE J. BERTMAN

Address:

10701 Wilshire Boulevard, Unit # 805

Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutsouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
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Signed

Marlene Bertman
7/16/10

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

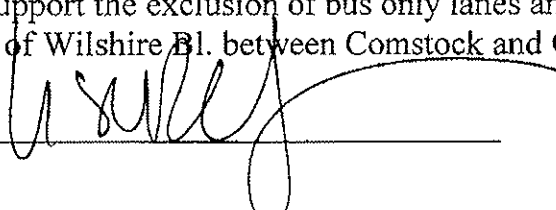
Printed Name: Ms Lisa Birk
Address: 10445 Wilshire Blvd #1204
City, Zip: Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

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- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
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- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed _____



To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: Tom Birk
Address: 10445 Wilshire Blvd : #1204
City, Zip: Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed _____

Tom Birk

W. S. H. Birk

7/15/2010

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: _____

Printed Name: _____

Address: 10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: *Marcia Bloom*

Address: 10724 Wilshire Blvd. Unit # *207*

City, Zip: Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutsouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutsouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed *Marcia Bloom*

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" "in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed:

Stephen D. Bloomberg

Printed Name:

STEPHEN D. BLOOMBERG

Address:

10350 WILSHIRE BLVD #1902

City, Zip:

LOS ANGELES, CA 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

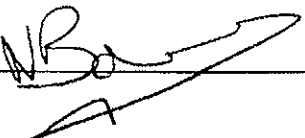
Printed Name: N. J. Barles
Address: 10660 Wilshire Bl. 807
City, Zip: L.A., CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed



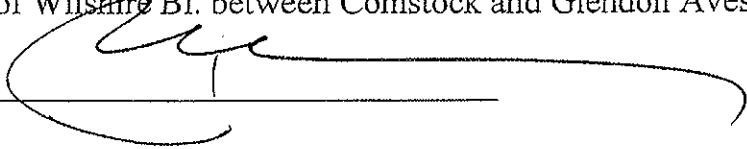
To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: Robert Brai
Address: 10560 Wilshire Blvd # 1302
City, Zip: Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the joutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" "in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of joutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed _____



To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: Amarveer Brar
Address: 10701 Wilshire Boulevard, Unit # 1003
Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutsouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutsouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed 

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: Nora S. Brau
Address: 10560 Wilshire Blvd # 1504
City, Zip: Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutsouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutsouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed Nora S. Brau

Wilshire Bus Rapid Transit (BRT) DEIR Input

Name (please print): SANDY BROWN

Address: 10350 WILSHIRE BLVD

City, Zip: LA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut-outs and which create peak period bus-only lanes in Westwood from Comstock Ave. to Glendon Ave. I support a NO PROJECT alternative between Comstock Ave. and Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon along the residential mile.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential highrises.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes. Traffic will idle and gridlock will occur in areas where currently these problems do not exist.
- The only improvement this segment of Wilshire needs is resurfacing.
- With 2 lanes eliminated during AM and PM rush hours, two of the three bus lines (720 & 920) will be squeezed into mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives A & B all have stretches of Wilshire which do NOT include bus-only lanes. I support the exclusion of bus-only lanes on the stretch of Wilshire between Comstock and Glendon.

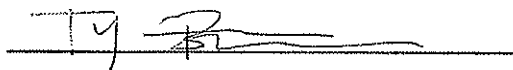
To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impact on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed:



Printed Name:

Tyrone Brown

Address:

10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: W. J. Brown

Address: 10445 Wilshire Blvd. Unit 301


City, Zip: Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed _____



To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: Louis BURG

Address: 10560 Wilshire Blvd # 1102

City, Zip: Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutsouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutsouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed Louis Burg

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name:

Address:

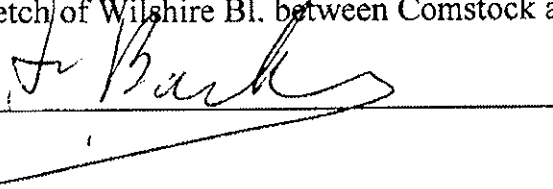
City, Zip:

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed



A handwritten signature in black ink, appearing to read "J. Bark", is written over a horizontal line. Below the line, there is a long, sweeping horizontal stroke that extends across the width of the signature area.

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name:

Address: 10060 WILSHIRE BLVD. #4

City, Zip: LA, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed



To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed:

Barbara Burns

Printed Name:

Barbara Burns

Address:

10350 Wilshire Blvd PH 4

City, Zip:

Los Angeles, CA 90024

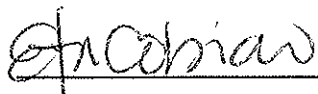
To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, charges, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed:



Printed Name:

Edwin M Cobian

Address:

10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name:

Address:

ROGER CAMMAS
10701 Wilshire Boulevard, Unit # 502
Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutsouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutsouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed

Roger Cammas

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, charges, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impact on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: _____

Printed Name: _____

Address: 10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create peak period bus only lanes in Westwood from Comstock Ave. to Glendon Ave. I support a NO PROJECT alternative between Comstock Ave. and Glendon Ave. for the following reasons.

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes. Traffic will idle and gridlock will occur in areas where currently these problems do not exist.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives A&B all have stretches of Wilshire Bl. which do not include bus only lanes. I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Print Name: ⁽⁴⁸⁾ Lucille F. Cayton

Sign Lucille F. Cayton

Address: 10490 Wilshire Bl. #1902

City, Zip: Los Angeles 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impact on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed:

Roberto Cerna G.

Printed Name:

Roberto Cerna

Address:

10380 Wilshire Boulevard, Los Angeles, CA. 90024



8554 Katy Freeway
Suite 200
Houston, TX 77024
Tel: 713.463.1700
Fax: 713.647.9601
www.belmontvillage.com

Wilshire Bus Rapid Transit (BRT) DEIR Input

Name : Belmont Village Westwood, LP

Address: 10475 Wilshire Blvd

City, Zip: Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut-outs and which create peak period bus-only lanes in Westwood from Comstock Ave. to Glendon Ave.

I support a NO PROJECT alternative between Comstock Ave. and Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon along the residential mile.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential high-rises.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes. Traffic will idle and gridlock will occur in areas where currently these problems do not exist.
- The only improvement this segment of Wilshire needs is resurfacing.
- With 2 lanes eliminated during AM and PM rush hours, two of the three bus lines (720 & 920) will be squeezed into mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives A & B all have stretches of Wilshire which do NOT include bus-only lanes. I support the exclusion of bus-only lanes on the stretch of Wilshire between Comstock and Glendon.

Sincerely,

Paul D. Chapman
Executive Vice President

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

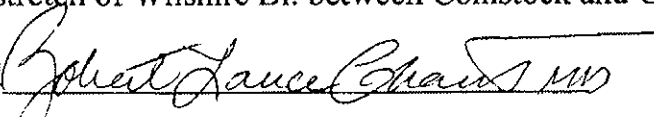
Printed Name: ROBERT L. CHARET, MD
Address: 10660 WILSHIRE BLVD #805
City, Zip: LOS ANGELES, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed



To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, charges, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impact on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: JOSE F CHAVEZ

Printed Name: JOSE F CHAVEZ

Address: 10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
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- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: Marilyn Cheryl Komack

Printed Name: MARILYN CHERYL KOMACK

Address: 10380 Wilshire Boulevard, Los Angeles, CA. 90024

7/21/2010 APT. # 1001

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

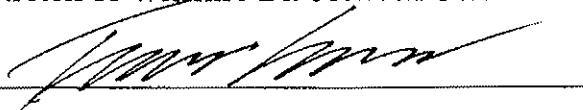
Printed Name: SHAHRAM TED COHANEM
Address: 10415 WILSHIRE BLVD # 906
City, Zip: LA, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutsouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutsouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed



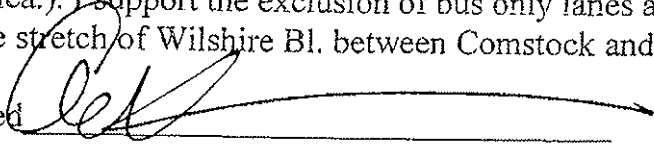
To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

703
Printed Name: Amber Cohen
Address: 10445 Wilshire Blvd. #703
City, Zip: LA, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the juxtouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of juxtouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed 

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: Arthur & Tanya Cohen
Address: 10701 Wilshire Boulevard, Unit # 804
Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the juitouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
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- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
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- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of juitouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.


Signed Arthur Cohen, Tanya Cohen

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, charges, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impact on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: 

Printed Name: LORENZO COS

Address: 10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed:

Craig D. Crocker

Printed Name:

CRAIG D. CROCKER

Address:

10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: _____

Address: _____

Lisa Daftari
10701 Wilshire Boulevard, Unit # 701
Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutsouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
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The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.) I support the exclusion of bus only lanes and retention of jutsouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed _____

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create peak period bus only lanes in Westwood from Comstock Ave. to Glendon Ave. I support a NO PROJECT alternative between Comstock Ave. and Glendon Ave. for the following reasons.

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
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- An adverse impact on property values will occur.

The proposed project and Alternatives A&B all have stretches of Wilshire Bl. which do not include bus only lanes. I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Print Name: ⁽⁴⁹⁾ ELEANOR DAHL

Sign Eleanor Dahl

Address: 10490 Wilshire Bl. #1902

City, Zip: Los Angeles CA 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name:

Address: 10660 WILSHIRE Blvd. #609

City, Zip: LA, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
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Signed DANESHRAAD

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

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Print Name: _____

Sign _____

Address: _____

City, Zip: _____

Bartman

Ecile BARTMAN

*10490 Wilshire
90024*

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: DAVAMI

Address: 10600 WILSHIRE BLVD UNIT A05

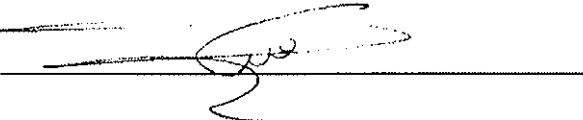
City, Zip: LA, CA 90024

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Signed _____



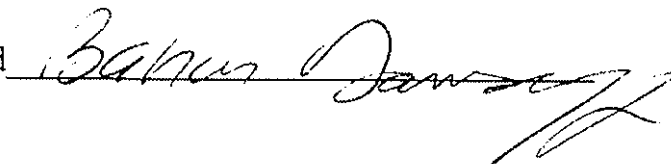
To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: DAVIDOFF
Address: 10660 WILSHIRE BLVD
City, Zip: LA, CA 90024

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Signed 


To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: Mr. & Mrs Symeon Davis
Address: 10660 Wilshire Blvd
City, Zip: Los Angeles, CA 90024

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Signed 

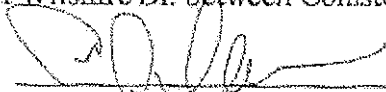
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Signed:



Printed Name:

B. Dawson

Address:

10350 Wilshire

City, Zip:

LA 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

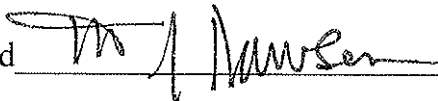
Printed Name: MITCHELL DAWSON
Address: 10350 WILSHIRE BLVD. #404
City, Zip: LOS ANGELES, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutsouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

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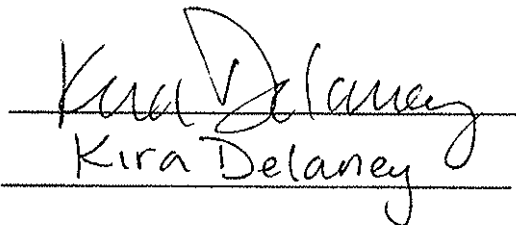
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The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed:


Kira Delaney

Printed Name:

Address: 10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: Dr. Joan L. Denson
Address: 10701 Wilshire Boulevard, Unit #1006
Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutsouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

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Signed Dr. Joan L. Denson

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: BETTY DRUCKMAN

Address: 10560 Wilshire Blvd # _____

City, Zip: Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

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Signed Betty Druckman

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: CAROLYN, DUBOW
Address: 10660 WILSHIRE BLVD #1202
City, Zip: L.A., CA. 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

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Signed Carolyn Dubow

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create peak period bus only lanes in Westwood from Comstock Ave. to Glendon Ave. I support a NO PROJECT alternative between Comstock Ave. and Glendon Ave. for the following reasons.

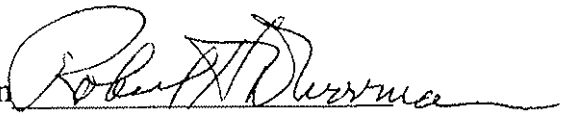
- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes. Traffic will idle and gridlock will occur in areas where currently these problems do not exist.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives A&B all have stretches of Wilshire Bl. which do not include bus only lanes. I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Print Name:

ROBERT DWORMAN

Sign



Address:

10490 Wilshire Blvd 1604

City, Zip:

Los Angeles, Ca. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

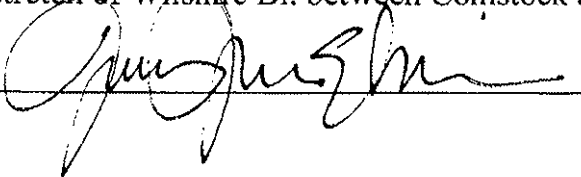
Printed Name: Janet Ebrahimiyan
Address: 10660 Wilshire Blvd.
City, Zip: LA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
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- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
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- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed



To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: Alta Egrari
Address: 10701 Wilshire Boulevard, Unit # M-3
Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the juxtouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
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- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.) I support the exclusion of bus only lanes and retention of juxtouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed Alta Egrari

602

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: DOROTHY FISHBEIN
Address: 10445 Wilshire Blvd # 602
City, Zip: Los Angeles CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
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- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed Dorothy Fishbein # 602

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: MARY E. Neil Sauberg
Address: 10445 Wilshire Blvd
City, Zip: Los Angeles CA 90024

We do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
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- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed Mary E. Neil Sauberg

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: Jace Emani
Address: 10445 Wilshire Blvd #1703
City, Zip: Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
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- The only improvement this segment of Wilshire needs is resurfacing.
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- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed _____

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
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- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: Eduardo A. Escobar

Printed Name: Eduardo Escobar

Address: 10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

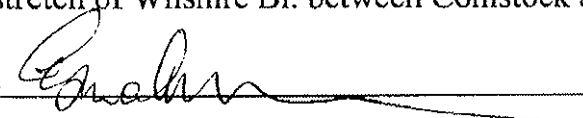
Printed Name: Dr. FAROQD ESMAILIAN
Address: 10660 WILSHIRE BLVD #610
City, Zip: W. A. CA 190024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
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- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed



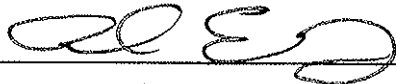
To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

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- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: _____



Printed Name: _____

Cale Espinoza

Company: _____

R. Young

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

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The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: _____

Printed Name: _____

Address: _____

10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

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The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: _____



Printed Name: _____

Carlos Espinoza

Address: _____

10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: ETAAT
Address: 10660 WILSHIRE BLVD. # 401
City, Zip: LA, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
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Signed 

201

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

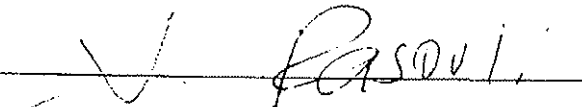
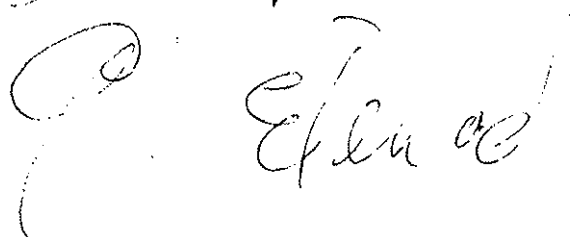
Printed Name: Mrs. E. Etamad
Address: 10445 Wilshire Blvd #201
City, Zip: Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
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The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed



APT 201

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

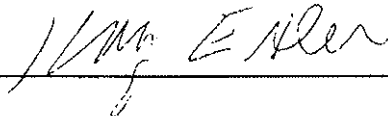
Printed Name: HARRY EXLER
Address: 10660 WILSHIRE BLVD # 1001
City, Zip: Los Angeles, CA, 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
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- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed



To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: Phyllis Factor
Address: 10445 Wilshire Blvd #1007
City, Zip: LA Ca 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
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The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed Phyllis Factor

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: _____

Address: _____

Malika Fakiri
10701 Wilshire Boulevard, Unit # 906
Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the juxtouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
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Signed _____

Malika Fakiri

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name:

Address: 10600 Wilshire Blvd

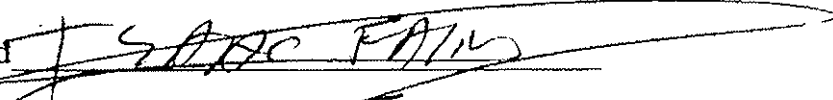
City, Zip: LA, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
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The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed


1208

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
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- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: _____

Shirley Familian

Printed Name: _____

Shirley Familian

Address: _____

10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: *David and Parvin Farahi*
Address: *18445 Wilshire Blvd. #2001*
City, Zip: *Los Angeles, CA 90024*

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
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The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed *David Farahi*


To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: Pari Ford
Address: 10445 Wilshire Blvd: #805
City, Zip: Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
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The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed  PARI Ford 805

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
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The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed:

Mary Jane Farrell

Printed Name:

MARY JANE FARRELL

Address:

10350 WILSHIRE BLVD, #1002

City, Zip:

LOS ANGELES, CALIF 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: Dr. Farzan

Address: 10445 Wilshire Blvd #1206

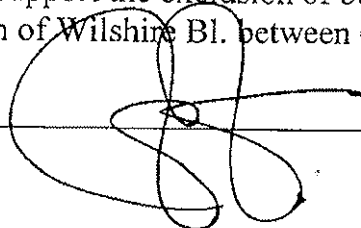
City, Zip: Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

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The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed _____



To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

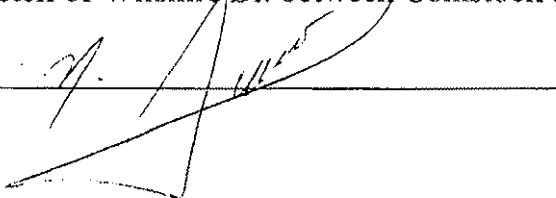
Printed Name: MAHMOUD FATEREHI
Address: 10445 WILSHIRE BLVD #1102
City, Zip: L.A. CA - 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the juitouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
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- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of juitouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed _____



To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

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The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed: _____

Harry Fajur

Printed Name: _____

Harry Fajur

Address: _____

10350 Wilshire Blvd #1102

City, Zip: _____

LA, CA 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
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- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: Robert J. Felixson

Printed Name: Robert J. Felixson

Address: 10380 Wilshire Boulevard, Los Angeles, CA. 90024

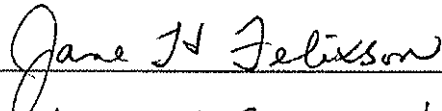
To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

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- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: _____



Printed Name: _____

JANE H FELIXSON

Address: _____

10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

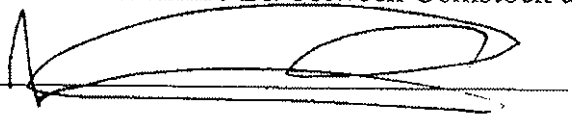
Printed Name: S. Ferdows
Address: 10445 Wilshire Blvd. # 1804
City, Zip: Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutsouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
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- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutsouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed

 # 1804

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create peak period bus only lanes in Westwood from Comstock Ave. to Glendon Ave. I support a NO PROJECT alternative between Comstock Ave. and Glendon Ave. for the following reasons.

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
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- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives A&B all have stretches of Wilshire Bl. which do not include bus only lanes. I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Print Name: ^(B) Esther Faber

Sign: Esther Faber

Address: 17540 Wilshire Blvd # 1704

City, Zip: Los Angeles 90044

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" "in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed:

Rachel Rae Finegood

Printed Name:

RACHEL RAE FINEGOOD

Address:

10350 WILSHIRE BLVD #803

City, Zip:

LOS ANGELES 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed: N. Forouzan

Printed Name: Natasha Forouzan

Address: 10350 Wilshire #1202

City, Zip: L.A. 90024

Wilshire Bus Rapid Transit (BRT) DEIR Input

Name (please print): Jackie Freedman

Address: 10782 Weyburn Ave.

City, Zip: L.A. 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut-outs and which create peak period bus-only lanes in Westwood from Comstock Ave. to Glendon Ave. I support a NO PROJECT alternative between Comstock Ave. and Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon along the residential mile.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential highrises.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes. Traffic will idle and gridlock will occur in areas where currently these problems do not exist.
- The only improvement this segment of Wilshire needs is resurfacing.
- With 2 lanes eliminated during AM and PM rush hours, two of the three bus lines (720 & 920) will be squeezed into mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives A & B all have stretches of Wilshire which do NOT include bus-only lanes. I support the exclusion of bus-only lanes on the stretch of Wilshire between Comstock and Glendon.

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutsouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutsouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed: Judi Friedlander

Printed Name: JUDI FRIEDLANDER

Address: 10350 Wilshire Blvd #603

City, Zip: Los Angeles Ca. 90024

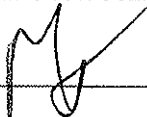
To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed: _____



Printed Name: MARTIN S. FRIEDLANDER

Address: 10350 Wilshire Blvd #603

City, Zip: Los Angeles Ca. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: Thyllis FRIES
Address: 10560 Wilshire Blvd # 406
City, Zip: Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the juxtouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of juxtouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed Thyllis Fries 7/19/10

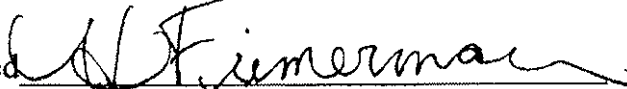
To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: HALEY FRIMERMAN
Address: 10666 WILSHIRE BLVD #1603
City, Zip: LA, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed 

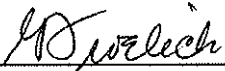
To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, charges, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
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- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: _____



Printed Name: _____

GENE FROELICH

Address: _____

10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, charges, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
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- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed:

Maxine Froelich

Printed Name:

MAXINE FROELICH

Address:

10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: KEVIN GAARDY
Address: 10701 Wilshire Boulevard, Unit # 1004
Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the juxtouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
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- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of juxtouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed _____

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
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- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: _____

Printed Name: _____

Address: 10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
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- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: _____

Printed Name: _____

Address: _____

10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: INEZ R. GELFAND

Address: 10560 Wilshire Blvd # _____

City, Zip: Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
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- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed Inez R. Gelfand

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name:

Robin GERBER

Address:

10701 Wilshire Boulevard, Unit # 1005
Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutsouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
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- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica). I support the exclusion of bus-only lanes and retention of jutsouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed

Robin Gerber

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: E GHADI SHAH
Address: 10660 Wilshire BL, # 1108
City, Zip: L. A. CA 90024-4526

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
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- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed E Ghadi Shah

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
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Signed: Louise Gindworf

Printed Name: Louise Gindworf

Address: 10350 Wilshire Blvd #901

City, Zip: L.A. - 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create peak period bus only lanes in Westwood from Comstock Ave. to Glendon Ave. I support a NO PROJECT alternative between Comstock Ave. and Glendon Ave. for the following reasons.

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The proposed project and Alternatives A&B all have stretches of Wilshire Bl. which do not include bus only lanes. I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Print Name: DORIS R. GIVEN Sign Doris R. Given

Address: 10490 Wilshire Bl.
apt. 2402

City, Zip: S. A., Ca. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create peak period bus only lanes in Westwood from Comstock Ave. to Glendon Ave. I support a NO PROJECT alternative between Comstock Ave. and Glendon Ave. for the following reasons.

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Print Name: GLORIA GODELL Sign Gloria Godell

Address: 10490 WILSHIRE BL. #1805
L.A.

City, Zip: 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: HEDAYAT GOLCHEH
Address: 10660 WILSHIRE BLVD # 907
City, Zip: LA, CA 90024

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Signed Hedayat Golcheh

405

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name:

Address:

City, Zip:



Mr. & Mrs. Herbert Gold
10445 Wilshire Blvd Apt 405
Los Angeles CA 90024-4659

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

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Signed

Herbert Gold
Carol Gold

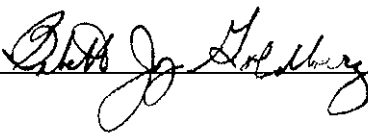
To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

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Print Name: _____

Sign 

Address

Ms. Bobette Goldberg
10490 Wilshire Blvd Apt 401
Los Angeles CA 90024-4647

City, Zip:

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

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The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed:

Roberta Goldberg

Printed Name:

Roberta Goldberg

Address:

10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name:

Address:

City, Zip:

<p>The Goldsteins #410 10660 Wilshire Blvd. Los Angeles, CA 90024</p>
--

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Signed Harold S. Goldstein

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

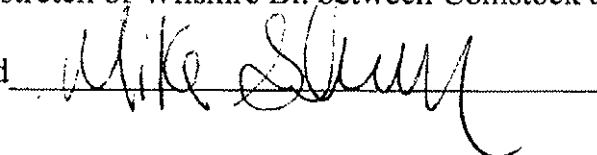
Printed Name: MIKE GOLSHAN
Address: 10660 Wilshire Blvd, #1601
City, Zip: Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

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Signed



To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

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Signed: _____

Printed Name: _____

Company: _____

Ignacio Gomez
Ignacio Gomez
KAPLAN EC

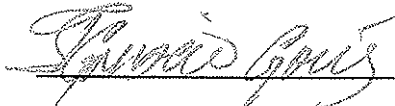
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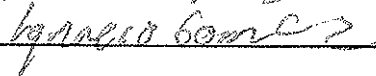
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Signed: _____



Printed Name: _____



Address: _____

10380 Wilshire Boulevard, Los Angeles, CA. 90024

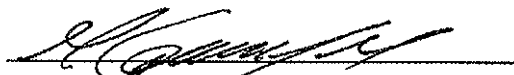
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Signed:



Printed Name:



Address:

10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

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Print Name: CLAIRE GORDON

Sign 

Address: 10490 WILSHIRE BLVD.

City, Zip: LOS ANGELES, CA, 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: Louise Gardon

Address: 10701 Wilshire Boulevard, Unit # 1101
Los Angeles, CA 90024

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- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica). I support the exclusion of bus only lanes and retention of jutsouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed Louise Gardon

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

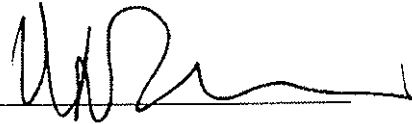
I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create peak period bus only lanes in Westwood from Comstock Ave. to Glendon Ave. I support a NO PROJECT alternative between Comstock Ave. and Glendon Ave. for the following reasons.

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes. Traffic will idle and gridlock will occur in areas where currently these problems do not exist.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives A&B all have stretches of Wilshire Bl. which do not include bus only lanes. I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Print Name: WALT L. GORMAN

Sign



Address: 10490 Wilshire Blvd, #1704

City, Zip: LA 90024

**To MTA re Wilshire Bus Rapid Transit (BRT) DEIR
PETITION LETTER**

Printed Name: Dr. Latif Gowani
Address: 10701 Wilshire Blvd., #903
City, Zip: Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut-outs and which create peak period bus only lanes in Westwood from Comstock Ave. to Glendon Ave. I support a NO PROJECT alternative between Comstock Ave. and Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes. Traffic will idle and gridlock will occur in areas where currently these problems do not exist.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives A&B all have stretches of Wilshire Bl. which do not include bus only lanes. I support the exclusion of bus-only lanes and retention of jut-outs in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed Latif D. Gowani, Ph.D. Date: 7-18-10

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: Joyce Green
Address: 10445 Wilshire Blvd. #1003
City, Zip: Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed _____

Joyce Green

Wilshire Bus Rapid Transit (BRT) DEIR Input

Name (please print): HARRY L. GREEN, M.D.

Address: 10781 LINDBROOK DRIVE

City, Zip: LOS ANGELES, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut-outs and which create peak period bus-only lanes in Westwood from Comstock Ave. to Glendon Ave.

I support a NO PROJECT alternative between Comstock Ave. and Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon along the residential mile.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential highrises.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes. Traffic will idle and gridlock will occur in areas where currently these problems do not exist.
- The only improvement this segment of Wilshire needs is resurfacing.
- With 2 lanes eliminated during AM and PM rush hours, two of the three bus lines (720 & 920) will be squeezed into mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives A & B all have stretches of Wilshire which do NOT include bus-only lanes. I support the exclusion of bus-only lanes on the stretch of Wilshire between Comstock and Glendon.

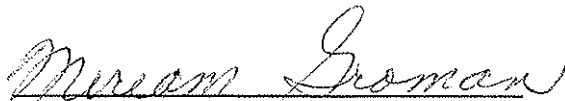
To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed:



Printed Name:

MIRIAM GROMAN

Address:

10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name:

Address: 10660 WILSHIRE BLVD

City, Zip: LA, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed: Elana Jizui

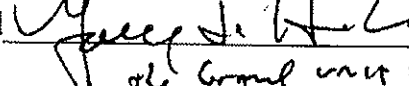
To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: Habner
Address: 10445 Wilshire Blvd, #1701
City, Zip: Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed 
10445 Wilshire Blvd #1701

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: Hubert Hakim
Address: 10701 Wilshire Boulevard, Unit # 803
Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the joutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of joutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed _____

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: JASON HALPERN
Address: 16660 WILSHIRE BLVD #802
City, Zip: LOS ANGELES, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed Jason Halpern

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: *Claire Hamard*
Address: 10701 Wilshire Boulevard, Unit # *1205*
Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutsouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.) I support the exclusion of bus only lanes and retention of jutsouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed *Claire Hamard*

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
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- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed:



Printed Name:

Sean Hamis

Address:

10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name:

Address: 10660 WILSHIRE BLVD

City, Zip: LA, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed

Virginia Hayes #502
July 16, 2010.

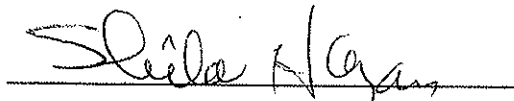
To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
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- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed:



Printed Name:

S H I L A H A Z A N

Address:

10380 Wilshire Boulevard, Los Angeles, CA. 90024

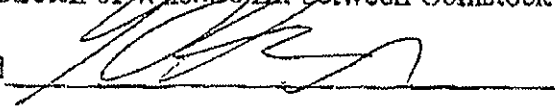
To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Gary Hecker, President of Venezia HOA
10795 Wilshire Blvd.
Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the juxtouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
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- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of juxtouts in the stretch of ~~Wilshire Bl.~~ between Comstock and Glendon Aves.

Signed 

Wilshire Bus Rapid Transit (BRT) DEIR Input

Name (please print): JOHN K. HEIDT, CHAIRMAN BUILDING
WESTWOOD UNITED METHODIST CHURCH COMMITTEE
Address: 10475 WILSHIRE BL

City, Zip: LOS ANGELES, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut-outs and which create peak period bus-only lanes in Westwood from Comstock Ave. to Glendon Ave. I support a NO PROJECT alternative between Comstock Ave. and Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon along the residential mile.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential highrises.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact.
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- The only improvement this segment of Wilshire needs is resurfacing.
- With 2 lanes eliminated during AM and PM rush hours, two of the three bus lines (720 & 920) will be squeezed into mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives A & B all have stretches of Wilshire which do NOT include bus-only lanes. I support the exclusion of bus-only lanes on the stretch of Wilshire between Comstock and Glendon.

Wilshire Bus Rapid Transit (BRT) DEIR Input

Name (please print): David Hekmat

Address: 1453 Westwood Blvd

City, Zip: Los Angeles CA 90024.

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut-outs and which create peak period bus-only lanes in Westwood from Comstock Ave. to Glendon Ave. I support a NO PROJECT alternative between Comstock Ave. and Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon along the residential mile.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
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- The only improvement this segment of Wilshire needs is resurfacing.
- With 2 lanes eliminated during AM and PM rush hours, two of the three bus lines (720 & 920) will be squeezed into mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives A & B all have stretches of Wilshire which do NOT include bus-only lanes. I support the exclusion of bus-only lanes on the stretch of Wilshire between Comstock and Glendon.

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

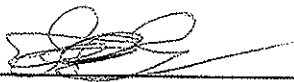
- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
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- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: _____

Printed Name: _____

Company: _____


Sergio Hernandez
Kaplan

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
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- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: _____



Printed Name: Sergio Hernandez

Address: 10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR


Printed Name: GEORGE HERSCU
Address: 10660 WILSHIRE BLV. L.A.
City, Zip: 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
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- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed



To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

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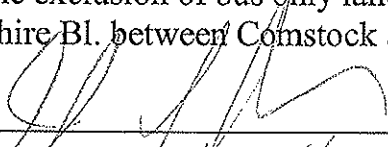
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Signed:

Printed Name:

Address:

City, Zip:



Joel Hillman
10350 WILSHIRE BLVD 304
LA CA 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

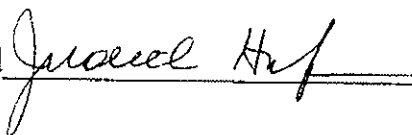
Printed Name: JUDITH HOFFMAN
Address: 10445 WILSHIRE BLVD. PENTHOUSE
City, Zip: LOS ANGELES, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutsouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

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- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutsouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed



To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

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- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed:

Zena Hoffman

Printed Name:

ZENA HOFFMAN

Address:

10380 Wilshire Boulevard, Los Angeles, CA. 90024

Wilshire Bus Rapid Transit (BRT) DEIR Input

Name (please print): MARY A GRAY King

Address: 10538 Stratmore Dr

City, Zip: LA, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut-outs and which create peak period bus-only lanes in Westwood from Comstock Ave. to Glendon Ave. I support a NO PROJECT alternative between Comstock Ave. and Glendon Ave. for the following reasons:

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- With 2 lanes eliminated during AM and PM rush hours, two of the three bus lines (720 & 920) will be squeezed into mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives A & B all have stretches of Wilshire which do NOT include bus-only lanes. I support the exclusion of bus-only lanes on the stretch of Wilshire between Comstock and Glendon.

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: Harold Holland

Address: 10560 Wilshire Blvd # 1401 & 1403

City, Zip: Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the juxtouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
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The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of juxtouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed Harold Holland

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name:

Address: 10445 WILSHIRE BLVD #204
City, Zip: L.A. CALIF. 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
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The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed

Sheila Homer

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: Penny Hooper
Address: 10560 Wilshire Blvd # 303
City, Zip: Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
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The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.


Signed Penny L. Hooper

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create peak period bus only lanes in Westwood from Comstock Ave. to Glendon Ave. I support a NO PROJECT alternative between Comstock Ave. and Glendon Ave., for the following reasons.

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- An adverse impact on property values will occur.

The proposed project and Alternatives A&B all have stretches of Wilshire Bl. which do not include bus only lanes. I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Print Name: ⁴⁵⁾ CHARLES HORWITZ Sign 

Address: 10490 WILSHIRE BLVD UNIT 2003

City, Zip: LA 90024 CA.

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

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The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed:

Ectille Howard

Printed Name:

ESITH HOWARD

Address:

10380 Wilshire Boulevard, Los Angeles, CA. 90024

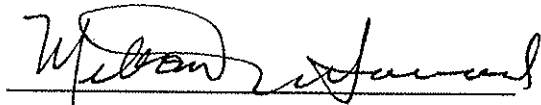
To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed:



Printed Name:

MILTON M. HOWARD

Address:

10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: Faristen Imani-lad
Address: 10660 Wilshire Blvd. # 702
City, Zip: L.A., CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

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Signed Imani —

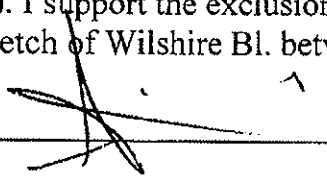
To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: Mariam Imani-Rad
Address: 10660 Wilshire # 1403
City, Zip: L.A., CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

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Signed _____


To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: Mahin, + Reza Imani Rad
Address: 10660 Wilshire Blvd. #1505
City, Zip: L.A., CA 90024

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Signed Imani

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: Fanba Imani-Rad
Address: 10660 Wilshire # 1205
City, Zip: L.A. CA 90024

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Signed 

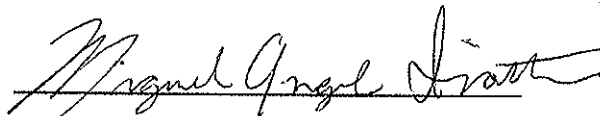
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Signed:



Printed Name:

Miguel Angel Iriarte

Address:

10380 Wilshire Boulevard, Los Angeles, CA. 90024

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Signed: Patricia Isaacs

Printed Name: Patricia Isaacs

Address: 10350 Wilshire Blvd, #1104

City, Zip: Los Angeles, Ca 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

1103
Printed Name:

ALEX ISRAEL

Address:

10445 WILSHIRE BL #1103 LOS ANGELES, CA 90024

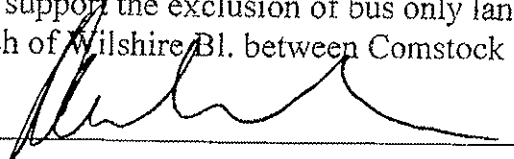
City, Zip:

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Signed _____



To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name:

Address: 10660 WILSHIRE BLVD #1503

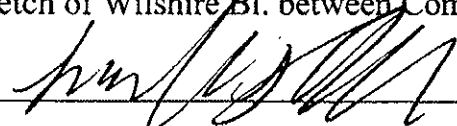
City, Zip: LA, CA 90024

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Signed

 7-19-10

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

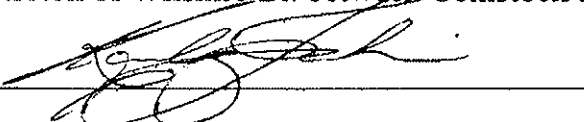
Printed Name: *KAMBIZ JAUSHANI*
Address: *10660 Wilshire Blvd #908*
City, Zip: *LA, 90024*

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Signed _____



5/11/17

HANIEL PATEL K&K

951-990-1875
HANIEL

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name:

Address: 10660 WILSHIRE BLVD

City, Zip: WA, CA 90024

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Signed _____

HANIEL FAMILY #1107

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name:

Address: 10000 Wilshire Blvd

City, Zip: LA, CA 90024

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Signed _____

509

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: *Robbief Newman*
Address: *10660 Wilshire Blvd #709*
City, Zip: *Los Angeles, CA 90024*

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Signed _____

[Signature] 7/15/2010

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: *Masoud Jozani*
Address: *10660 Wilshire Blvd Apt 303*
City, Zip: *Los Angeles, CA, 90024*

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Signed *M. J. Jozani* *July 16, 2010*

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
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- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
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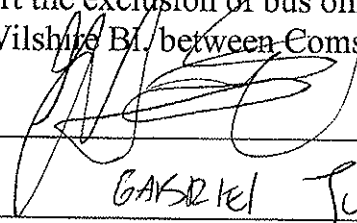
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Signed: _____

Printed Name: _____

Address: _____

City, Zip: _____


GABRIEL SUAREZ
10350 Wilshire
Los Angeles 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

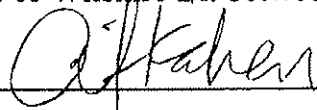
Printed Name: Orit Kahen
Address: 10660 Wilshire Blvd. Apt. 508
City, Zip: LA, CA 90024

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Signed _____



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Signed: _____

Printed Name: _____

Address: 10380 Wilshire Boulevard, Los Angeles, CA. 90024

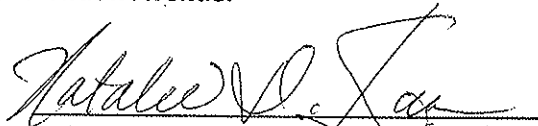
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Signed:



Printed Name:

NATALIE D. KAMIR

Address:

10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

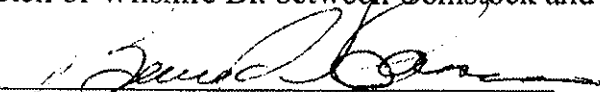
Printed Name: Kassover, Bernard / Judith
Address: 10660 Wilshire Blvd
City, Zip: LA CA 90024

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Signed


Bernard Kassover

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: Dr. + Mrs. Floyd Katske
Address: 10660 Wilshire Blvd #1207
City, Zip: Los Angeles, Ca 90024

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Signed Floyd A. Katske, M.D.

Mrs. Galt Katske

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Signed: _____

Doreen Kates

Printed Name: _____

DOREEN KATES

Address: _____

10380 Wilshire Boulevard, Los Angeles, CA. 90024

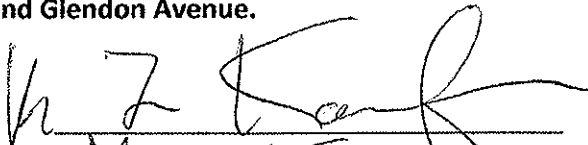
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Signed:



Printed Name:

M. L. KAUFMAN

Address:

10380 Wilshire Boulevard, Los Angeles, CA. 90024

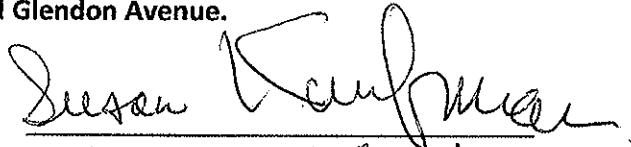
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Signed:



Printed Name:

SUSAN KAUFMAN

Address:

10380 Wilshire Boulevard, Los Angeles, CA. 90024

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Signed:

Marjorie Kaufmann

Printed Name:

MARJORIE KAUFMANN

Address:

10350 Wilshire Blvd. #402

City, Zip:

L. A. 90024

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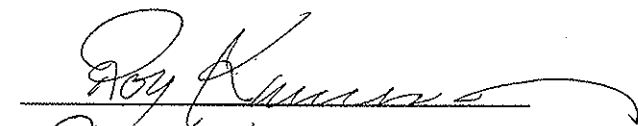
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Signed: _____

Printed Name: _____

Address: _____



ROY KAWAMURA

10380 Wilshire Boulevard, Los Angeles, CA. 90024

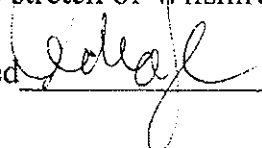
To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: ANDREA KATE
Address: 10445 WILSHIRE BLVD. #403
City, Zip: LOS ANGELES, CA 90024

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Signed: Constance L. Keiter

Printed Name: CONSTANCE L KEITER

Address: 10380 Wilshire Boulevard, Los Angeles, CA. 90024

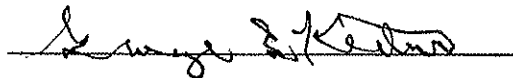
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- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed:



Printed Name:

GEORGE E. KEITER

Address:

10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: FRANK & EVA KELEMEN
Address: 10560 Wilshire Blvd # 1005
City, Zip: Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the juxtouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
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- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of juxtouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed Frank & Helen

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create peak period bus only lanes in Westwood from Comstock Ave. to Glendon Ave. I support a NO PROJECT alternative between Comstock Ave. and Glendon Ave., for the following reasons.

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
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- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives A&B all have stretches of Wilshire Bl. which do not include bus only lanes. I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Print Name: SIDNEY KIBRIK

Sign

Sidney Kibrik

Address: 10490 WILSHIRE BLVD
UNIT 1901

City, Zip: LA 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: Victor Kimababala
Address: 10701 Wilshire Boulevard, Unit # 1106
Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutsouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
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- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutsouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.


Signed: Victor Kimababala

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
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The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: 
Printed Name: PAUL KLEEGER
Company: NV - AIR SERVICES


To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: Robert H. Klein
Address: 10660 Wilshire Blvd. Unit 1003
City, Zip: Los Angeles, CA 90024-4525

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
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- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed  _____ 7/16/10
Robert H. Klein

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: Edward L. & Estelle Koblitz
Address: 10445 Wilshire Blvd. #902
City, Zip: Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutsouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
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- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutsouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed Edward L. Koblitz / Estelle Koblitz
7/16/2010

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: JAMES KRANTZ
Address: 10600 WILSHIRE BLVD # 306
City, Zip: LA, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
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The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed _____



To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: KRANTZ
Address: 10600 WILSHIRE BLVD #307
City, Zip: WA, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
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- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed _____



To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: *MARY ANN KRANTZ*
Address: *10660 WILSHIRE BLVD. APT. 1504*
City, Zip: *LOS ANGELES, CA 90024*

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
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The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed *Mary Ann Krantz*

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create peak period bus only lanes in Westwood from Comstock Ave. to Glendon Ave. I support a NO PROJECT alternative between Comstock Ave. and Glendon Ave. for the following reasons.

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
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- An adverse impact on property values will occur.

The proposed project and Alternatives A&B all have stretches of Wilshire Bl. which do not include bus only lanes. I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Print Name: MINERVA KREVOY

Sign

Minerva Krevoy

Address:

10490 Wilshire Blvd.
#1203

City, Zip:

Los Angeles, Ca. 90024

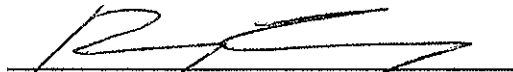
To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
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- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed:



Printed Name:

Barry Lang

Address:

10380 Wilshire Boulevard, Los Angeles, CA. 90024

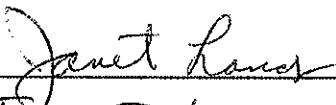
To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

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The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed:



Printed Name:

Janet Lang

Address:

10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

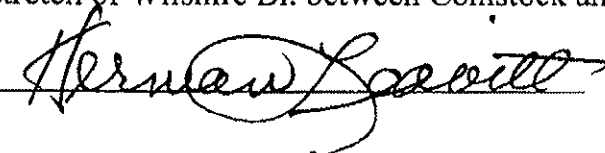
Printed Name: HERMAN LEAVITT
Address: 10660 Wilshire Blvd. #1507
City, Zip: Los Angeles, Ca 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
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The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed



To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

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- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: _____

Printed Name: _____

Address: 10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: KEITH LEHRER
Address: 10501 WILSHIRE BLVD., # 1903
City, Zip: LOS ANGELES, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed _____

JULY 15, 2010

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create peak period bus only lanes in Westwood from Comstock Ave. to Glendon Ave. I support a NO PROJECT alternative between Comstock Ave. and Glendon Ave. for the following reasons.

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
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- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives A&B all have stretches of Wilshire Bl. which do not include bus only lanes. I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Print Name: S E Levi

Sign 

Address: 50590 Wilshire 1003

City, Zip: LA 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
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- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: Mark B. Levey

Printed Name: Mark B. Levey

Address: 10380 Wilshire Boulevard, Los Angeles, CA. 90024

1703

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
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- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed:

 _____

Printed Name:

PEARLE RAE LEVEY

Address:

10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

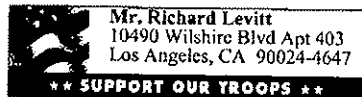
I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create peak period bus only lanes in Westwood from Comstock Ave. to Glendon Ave.

I support a NO PROJECT alternative between Comstock Ave. and Glendon Ave. for the following reasons.

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
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- An adverse impact on property values will occur.

The proposed project and Alternatives A&B all have stretches of Wilshire Bl. which do not include bus only lanes. I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Print Name:



Address:

City, Zip:

Sign

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

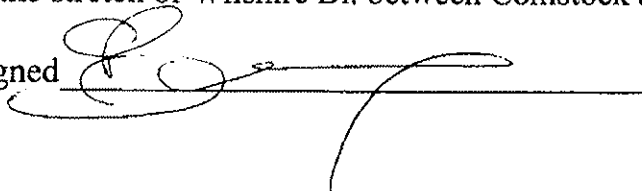
Printed Name: Ell Link
Address: 10660 Wilshire St 808
City, Zip: L.A. 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

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- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed



To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: HALLA LINKER AGUIRRE

Address: 10701 Wilshire Boulevard, Unit # 704
Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutsouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
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The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.) I support the exclusion of bus only lanes and retention of jutsouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed

Halla Linker Aguirre

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create peak period bus only lanes in Westwood from Comstock Ave. to Glendon Ave. I support a NO PROJECT alternative between Comstock Ave. and Glendon Ave. for the following reasons.

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- An adverse impact on property values will occur.

The proposed project and Alternatives A&B all have stretches of Wilshire Bl. which do not include bus only lanes. I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Print Name: Dorothy A. Lipsky Sign Dorothy Lipsky

Address: 10490 Wilshire Blvd. #1803

City, Zip: L.A., Calif. 90024

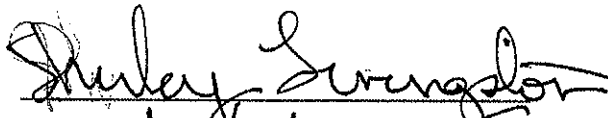
To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

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The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed:



Printed Name:

Shirley Livingston

Address:

10380 Wilshire Boulevard, Los Angeles, CA. 90024

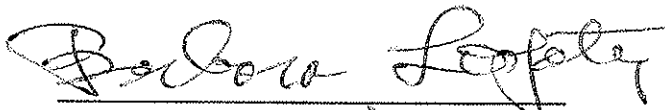
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The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed:



Printed Name:

BARBARA LOPATY

Address:

10380 Wilshire Boulevard, Los Angeles, CA. 90024

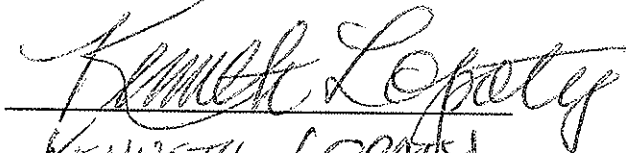
To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

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Signed:



Printed Name:

KENNETH LOPATY

Address:

10380 Wilshire Boulevard, Los Angeles, CA. 90024

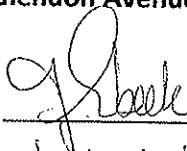
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Signed: _____



Printed Name: _____

Judi Lubeeck

Address: _____

10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create peak period bus only lanes in Westwood from Comstock Ave. to Glendon Ave. I support a NO PROJECT alternative between Comstock Ave. and Glendon Ave. for the following reasons.

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The proposed project and Alternatives A&B all have stretches of Wilshire Bl. which do not include bus only lanes. I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Print Name: Sally MAGUIRE

Sign Sally Maguire

Address: 10490 Wilshire Blvd.

City, Zip: LA 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

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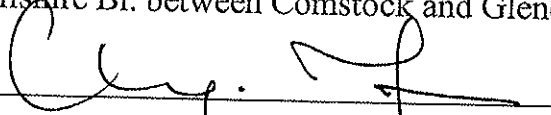
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Signed: _____

Printed Name: _____

Address: _____

City, Zip: _____



CAROLYN M ANZURES

10350 WILSHIRE BLVD

#1603

LOS ANGELES CA 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
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Signed: Mahboob

Printed Name: SATEHE MAABOUBI

Address: 10350 WILSHIRE BLVD # 1702

City, Zip: LA CA 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

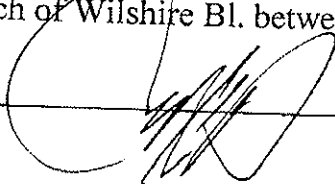
Printed Name: *D. Shahram Makoui*
Address: *10445 Wilshire # 1803*
City, Zip: *Los Angeles, CA 90024*

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Signed _____

 7/15/10

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name:

Address:

City, Zip:

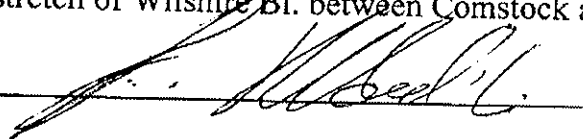
Fred Mallin
10660 Wilshire Blv. #909
LA CA 90024

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Signed



To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: TED MANIATAKOS
Address: 10560 Wilshire Blvd # 1806
City, Zip: Los Angeles, CA 90024

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Signed  # 1806

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: mrs. Myra Mannheim
Address: 10560 Wilshire Blvd # 2001
City, Zip: Los Angeles, CA 90024

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Signed Myra Mannheim

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

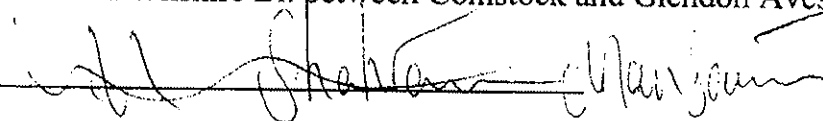
Printed Name: MANSOURY
Address: 10600 WILSHIRE
City, Zip: LA, CA 90024

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Signed



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Signed: _____

Printed Name: _____

Address: _____

10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: ...X *MAYA*.

Address: 10724 Wilshire Blvd. Unit # *206*

City, Zip: Los Angeles, CA 90024

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Signed X *Virginia May*

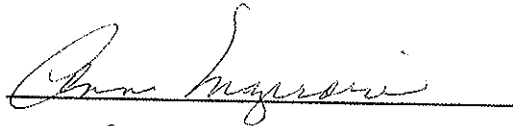
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Signed:



Printed Name:

Ann Mazrow

Address:

10380 Wilshire Boulevard, Los Angeles, CA. 90024

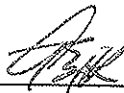
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Signed:



Printed Name:

ARTHUR MAZIROU

Address:

10380 Wilshire Boulevard, Los Angeles, CA. 90024

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Signed: _____



Printed Name: _____

KEITH MCFORD

Company: _____

SILVER STRAND

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: JAMES MELTZER, MD

Address: 10560 Wilshire Blvd # 1704

City, Zip: Los Angeles, CA 90024

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Signed James Meltzer

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: ROSE L. MELTZER
Address: 10560 Wilshire Blvd # 1704
City, Zip: Los Angeles, CA 90024

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The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed Rose Linda Meltzer

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed:

Enid Meltzner

Printed Name:

ENID MELTZNER

Address:

10350 Wilshire

City, Zip:

R. A. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: KAMRAM MESHKANI
Address: 10660 WILSHIRE BLV AP. 704
City, Zip: LA - CA - 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
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- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed K. Meshkani

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

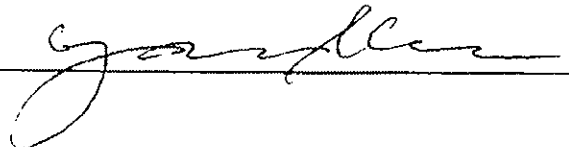
Printed Name: CYRUS MESHKI
Address: 10660 WILSHIRE BL. # 1606
City, Zip: Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
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- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed

 7/19/10

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

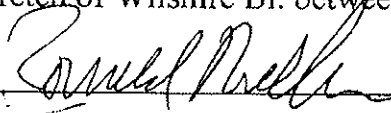

Printed Name: Dr. Miller & Mrs Miller
Address: 10145 Wilshire Blvd: #2003
City, Zip: Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
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The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
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- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: Carole R. Miller

Printed Name: CAROLE R. MILLER

Address: 10380 Wilshire Boulevard, Los Angeles, CA. 90024

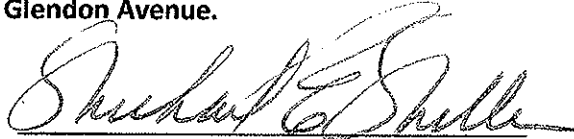
To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
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- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed:



Printed Name:

MICHAEL E. MILLER

Address:

10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
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- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
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- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed: Mira Miskin

Printed Name: MIRA MISKIN

Address: 10350 WILSHIRE BL.

City, Zip: L.A. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
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- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed: Mira Miskin

Printed Name: MIRA MISKIN

Address: 10350 WILSHIRE BL.

City, Zip: L.A. CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create peak period bus only lanes in Westwood from Comstock Ave. to Glendon Ave. I support a NO PROJECT alternative between Comstock Ave. and Glendon Ave. for the following reasons.

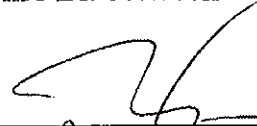
- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
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- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes. Traffic will idle and gridlock will occur in areas where currently these problems do not exist.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives A&B all have stretches of Wilshire Bl. which do not include bus only lanes. I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Print Name:

³⁴ ROBERT MITTELDOFF

Sign



Address:

37 PEGGY MITTELDOFF
10490 WILSHIRE BLVD #304

Peggy Mittedoff

City, Zip:

LOS ANGELES, CA 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: _____

Address: 10701 Wilshire Boulevard, Unit # 802
Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutsouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
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- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutsouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed _____

802
To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: Mr. and Mrs. Mobin
Address: 10445 Wilshire Blvd # 802
City, Zip: L.A. CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutsouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
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- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutsouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed

F. Mobin Mr. and Mrs. Farhad Mobin

APT. # 802

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: Donya Magadam
Address: 10445 Wilshire Blvd. #2004
City, Zip: Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
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The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed

Donya Magadam

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: ...X Steven Moore

Address: 10724 Wilshire Blvd. Unit # 209

City, Zip: Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
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The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed X Steven Moore 7/21/10

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
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The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed:

Michael Mora

Printed Name:

MICHAEL MORA

Address:

10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the juxtouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of juxtouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed:

Meredith Murad

Printed Name:

Meredith Murad

Address:

10350 Wilshire Blvd - #1101

City, Zip:

LA - 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: ALICE MORE
Address: 10660 WILSHIRE #1028, LA 90024
City, Zip: LOS ANGELES, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
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- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed

Alice More by [Signature] 1/10/28

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: Mrs Jean Morris #804
Address: 10445 Wilshire Blvd : #804
City, Zip: Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
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- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed

Mrs. Jean Morris
Lawrence Goldstein

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR
PETITION LETTER

Printed Name: *Lawrence P. Mudge*
 Address: *10701 Wilshire Bl #1101*
 City, Zip: *L.A., CA 90024*

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jay-outs and which create peak period bus only lanes in Westwood from Comstock Ave. to Glendon Ave. I support a NO PROJECT alternative between Comstock Ave. and Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
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- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives A&B all have stretches of Wilshire Bl. which do not include bus only lanes. I support the exclusion of bus only lanes and retention of jay-outs in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed: *Lawrence P. Mudge*

Date: *7/19/10*

bl 1101

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: ILLIAM MORSE

Address: 10701 Wilshire Boulevard, Unit # 1101
Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutsouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
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- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.) I support the exclusion of bus only lanes and retention of jutsouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed ILLIAM MORSE

**To MfA re Wilshire Bus Rapid Transit (BRT) DEIR
PETITION LETTER**

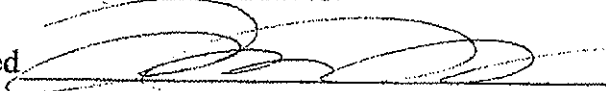
Printed Name: TONI MORSE
Address: 10701 Wilshire Blvd #1101,
City, Zip: L.A. CA. 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut-outs and which create peak period bus only lanes in Westwood from Comstock Ave. to Glendon Ave. I support a NO PROJECT alternative between Comstock Ave. and Glendon Ave. for the following reasons.

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
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- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives A&B all have stretches of Wilshire Bl. which do not include bus only lanes. I support the exclusion of bus only lanes and retention of jut-outs in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed



Date: 15 July 2010

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
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- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: _____



Printed Name: _____

DANIEL MOSHI

Address: _____

10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

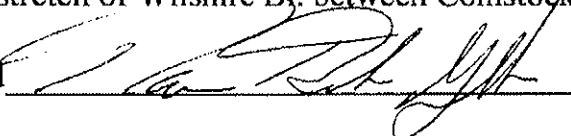
Printed Name: SAHARI - MOSTADAM
Address: 10600 WILSHIRE BLVD
City, Zip: LA, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
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- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed

 #312 7/18/10


To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: Katy Moss
Address: 10445 Wilshire Blvd : #1402
City, Zip: Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
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- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
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- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed 

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

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- An adverse impact on property values will occur.


The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed: _____

Printed Name: _____

Address: _____

City, Zip: _____


JONATHAN MOUAK
10350 Wilshire Blvd, #1802

LA, CA 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create peak period bus only lanes in Westwood from Comstock Ave. to Glendon Ave. I support a NO PROJECT alternative between Comstock Ave. and Glendon Ave., for the following reasons.

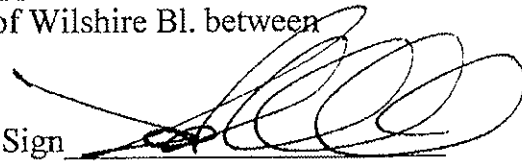
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- An adverse impact on property values will occur.

The proposed project and Alternatives A&B all have stretches of Wilshire Bl. which do not include bus only lanes. I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Print Name:

HERB NADEL

Sign



Address:

10490 WILSHIRE BLVD UNIT 2901

City, Zip:

LOS ANGELES, CALIF, 90024

#1405

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

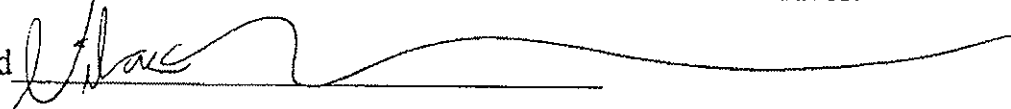
Printed Name: Mr. Sean Navarro
Address: 10445 Wilshire Blvd. #1405
City, Zip: Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the juttouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

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The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica). I support the exclusion of bus only lanes and retention of juttouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed



To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name:

Address:

City, Zip:

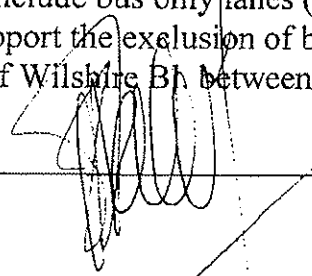
JEAN PAUL NATAF
10445 WILSHIRE BLVD # 701
LA CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

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Signed _____



1/19/2010

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

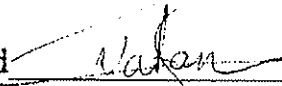
Printed Name: NATAN
Address: 10660 WILSHIRE # 1405
City, Zip: LA, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

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- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed



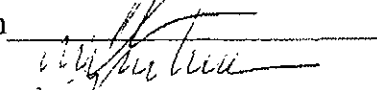
To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create peak period bus only lanes in Westwood from Comstock Ave. to Glendon Ave. I support a NO PROJECT alternative between Comstock Ave. and Glendon Ave. for the following reasons.

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" "in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes. Traffic will idle and gridlock will occur in areas where currently these problems do not exist.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives A&B all have stretches of Wilshire Bl. which do not include bus only lanes. I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Print Name: ³ STUART NEEDLEMAN
 4 MYRNA NEEDLEMAN
Address: 5 KEVIN DOBRINS
 6 CONSUELO SUAREZ
City, Zip: 10490 WILSHIRE BLVD #604
 WASH 90024

Sign: 
 COULD NOT SIGN
 Dobrin

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

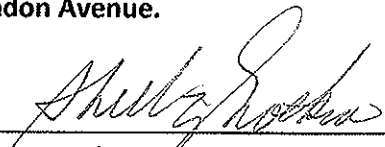
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- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: _____

Printed Name: _____

Address: _____



Shelby Norkin #1903

10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
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The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed:

Forzaneh Nouymand

Printed Name:

Forzaneh Nouymand

Address:

10350 Wilshire Blvd # 403

City, Zip:

LA, CA 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

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Signed:

H. Nowrmand

Printed Name:

HENRY NOWRMAND

Address:

10350 Wilshire BLVD #403

City, Zip:

L.A. CA 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
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- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: Roberta Novick

Printed Name: ROBERTA NOVICK

Address: 10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

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The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed:



Printed Name:

Steve Olsen

Address:

10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

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The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: Gail Oppenheimer

Printed Name: Gail Oppenheimer

Address: 10380 Wilshire Boulevard, Los Angeles, CA. 90024

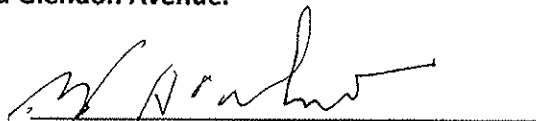
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The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: _____



Printed Name: Gerald H. Oppenheimer

Address: 10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

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The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: Emmanuel Orozco

Printed Name: Emmanuel Orozco

Company: Kaplan

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

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The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed:

Emmanuel Orozco

Printed Name:

Emmanuel Orozco

Address:

10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

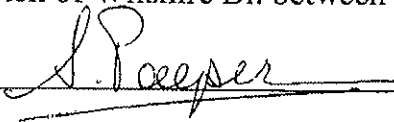
Printed Name: SOPHIE PAEPER #502
Address: 10445 WILSHIRE BLV
City, Zip: LA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

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The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed




To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: Ji Soek Park
Address: 10660 Wilshire # 1204
City, Zip: LA. CA. 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
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Signed _____


To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: GREGORY L. PARANAY
Address: 10445 WILSHIRE BLVD. #1104 & 1105
City, Zip: LOS ANGELES, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

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Signed

Gregory L. Paranay

* I DO NOT GIVE PERMISSION FOR MY NAME TO APPEAR ON THE INTERNET AS IT PERTAINS TO THIS MATTER *GP 7/16/2010*

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

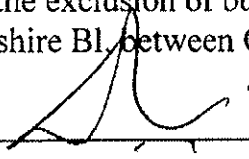
Printed Name: PATEL
Address: 10660 WILSHIRE BLVD. #308
City, Zip: LA, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

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- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed _____

 7/22/10

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: _____

Joel Perrells

Printed Name: _____

Joel Perrells

Address: _____

10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

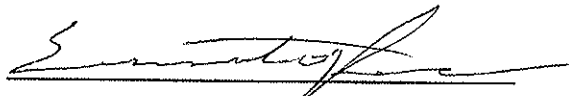
- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
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- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: _____

Printed Name: _____

Company: _____


Ernesto Pedroza
HAS

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: Tracy Penhas
Address: 10445 Wilshire Blvd. # 1606
City, Zip: LA CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutsouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
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- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutsouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.


Signed _____

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
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- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: 

Printed Name: EVY LYNN RUVISH

Address: 10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
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- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: John N. Pennish

Printed Name: JOHN PENNISH

Address: 10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name:

Address: 10660 Wilshire Blvd #701

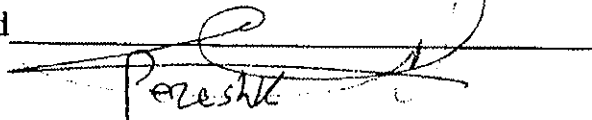
City, Zip: LA, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
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The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed



Parashk

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name:

Address: 10660 WILSHIRE BLVD

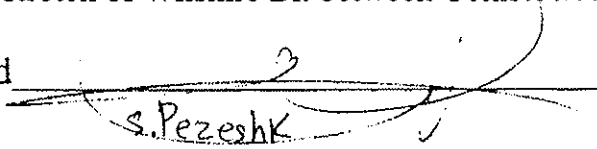
City, Zip: WA, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
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- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed


S. Pezeshk

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: PEARL Polachack
Address: 10560 Wilshire Blvd # 702
City, Zip: Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
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- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed

Pearl Polachack

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: JERRY POMERANTZ
Address: 10000 WILSHIRE BLVD UNIT 403
City, Zip: LA, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
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- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed _____



To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: *POULDAR*
Address: 10666 WILSHIRE BLVD
City, Zip: LA, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
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- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: *Nematollah Pouratian*
Address: *10660 Wilshire Blvd #603 L.A. 90024*
City, Zip: *Los Angeles, CA 90024*

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
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- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed *Nematollah Pouratian*

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name:

Address:

City, Zip:

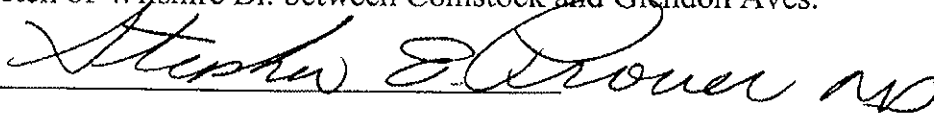
STEPHEN E. PROVER, MD
10445 WILSHIRE BLVD.
SUITE 806,
Los Angeles, CA 90024-4660

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
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- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed



7/16/10

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name:

Address:

City, Zip:

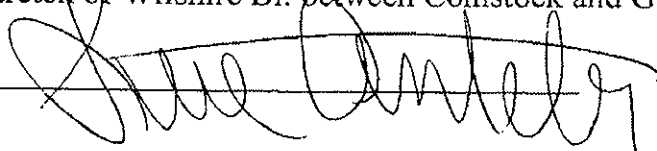
5000 Julie Antebi #503
10445 Wilshire Blvd
LA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
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- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
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- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed



Wilshire Bus Rapid Transit (BRT) DEIR Input

Name (please print): Sandra Radoff-Bernstein

Address: 460 Dalehurst Ave.

City, Zip: Los Angeles, Ca. 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut-outs and which create peak period bus-only lanes in Westwood from Comstock Ave. to Glendon Ave. I support a NO PROJECT alternative between Comstock Ave. and Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon along the residential mile.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential highrises.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes. Traffic will idle and gridlock will occur in areas where currently these problems do not exist.
- The only improvement this segment of Wilshire needs is resurfacing.
- With 2 lanes eliminated during AM and PM rush hours, two of the three bus lines (720 & 920) will be squeezed into mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives A & B all have stretches of Wilshire which do NOT include bus-only lanes. I support the exclusion of bus-only lanes on the stretch of Wilshire between Comstock and Glendon.

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name:

Address: 10660 WILSHIRE BLVD # 602

City, Zip: LA, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed R AFTALION

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
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- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: _____

Printed Name: Zach Rayner

Address: 10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create peak period bus only lanes in Westwood from Comstock Ave. to Glendon Ave. I support a NO PROJECT alternative between Comstock Ave. and Glendon Ave. for the following reasons.

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
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- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives A&B all have stretches of Wilshire Bl. which do not include bus only lanes. I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Print Name: ⁴⁰ Mrs Jules Zeman Sign: 

Address: 10490 Wilshire Blvd. #1602

Colleen Zeman

City, Zip: LA, CA 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: X Caesar Reyes
Address: 10724 Wilshire Blvd. Unit # 209
City, Zip: Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
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The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed X Caesar Reyes 7/21/2010

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

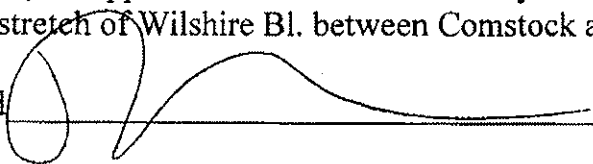
Printed Name: David Rezaich
Address:
City, Zip: 10660 Wilshire Blvd # 804
90024 L.A. Ca

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
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- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed



To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: *Eric Rezak*
Address: *1666 Wilshire Blvd #902*
City, Zip: *CA 90024*

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
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The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed _____

Eric Rezak

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
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- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: _____

Printed Name: _____

Address: _____

10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: Ms. Luis Rich
Address: 10445 Wilshire Blvd : #1101
City, Zip: Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
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- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed _____

Luis Rich

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
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- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed:

Kathy Roberts

Printed Name:

Kathy Roberts

Address:

10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create peak period bus only lanes in Westwood from Comstock Ave. to Glendon Ave. I support a NO PROJECT alternative between Comstock Ave. and Glendon Ave. for the following reasons.

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The proposed project and Alternatives A&B all have stretches of Wilshire Bl. which do not include bus only lanes. I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Print Name: Lynn M. Rogo

Sign Lynn M. Rogo

Address: 10490 Wilshire Blvd #2301

City, Zip: LA, CA 90024

Mark Rogo

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name:

Address:

City, Zip:

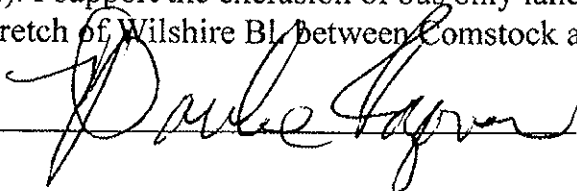
Paula Rogner
10445 Wilshire Blvd #1902
L-A CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the juxtouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

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- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of juxtouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed



To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

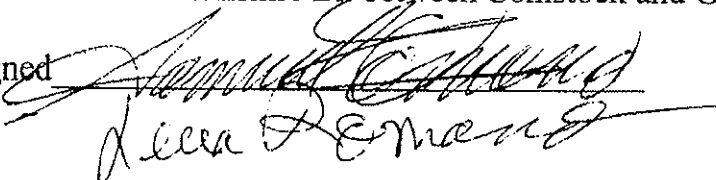
Printed Name: MRS. Leena Romano
Address: 10945 Wilshire Blvd : #1402
City, Zip: Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the juttouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

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Signed



Leena Romano

1401
To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: SAMUEL ROMANO
Address: 10445 WILSHIRE BLVD #1401
C. ty, Zip: LOS ANGELES, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

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Signed _____

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create peak period bus only lanes in Westwood from Comstock Ave. to Glendon Ave. I support a NO PROJECT alternative between Comstock Ave. and Glendon Ave. for the following reasons.

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The proposed project and Alternatives A&B all have stretches of Wilshire Bl. which do not include bus only lanes. I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Print Name:

²⁰ Mayme Roqu
Catalina Bautista

Sign

Mayme Roqu
Catalina Bautista

Address:

10490 Wilshire Blvd, #1601

City, Zip:

Los Angeles, Ca. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

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- The removal of mature trees will cause significant impact on quality of life and air quality, and will decrease natural barriers to traffic noise.
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- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed:

Christina Korp

Printed Name:

Christina Korp

Company:

10380 Wilshire Blvd, LA, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: JR. CLARE ROSE
Address: 10660 WILSHIRE BLVD.
City, Zip: LA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed Dr. Clare Rose

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create peak period bus only lanes in Westwood from Comstock Ave. to Glendon Ave. I support a NO PROJECT alternative between Comstock Ave. and Glendon Ave. for the following reasons.

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" "in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes. Traffic will idle and gridlock will occur in areas where currently these problems do not exist.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives A&B all have stretches of Wilshire Bl. which do not include bus only lanes. I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Print Name: CHARLOTTE ROSENBERG

Sign



Address: 10490 WILSHIRE BLVD.

City, Zip: L.A. CA 90024

Wilshire Bus Rapid Transit (BRT) DEIR Input

Name (please print): DENNIS ROSENBLATT

Address: 252 CORNING AVE

City, Zip: LA, CA. 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut-outs and which create peak period bus-only lanes in Westwood from Comstock Ave. to Glendon Ave. I support a NO PROJECT alternative between Comstock Ave. and Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon along the residential mile.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential highrises.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes. Traffic will idle and gridlock will occur in areas where currently these problems do not exist.
- The only improvement this segment of Wilshire needs is resurfacing.
- With 2 lanes eliminated during AM and PM rush hours, two of the three bus lines (720 & 920) will be squeezed into mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives A & B all have stretches of Wilshire which do NOT include bus-only lanes. I support the exclusion of bus-only lanes on the stretch of Wilshire between Comstock and Glendon.

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the juxtouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of juxtouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed: Pouya Rostami

Printed Name: Pouya ROSTAMI

Address: 10350 Wilshire blvd #1001

City, Zip: LA CA 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: *MARLENE ROYBLAS J*
Address: *10666 WILSHIRE BLVD #209*
City, Zip: *LA CA 90024*

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed *Marlene Royblas J*

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: Me e Mes Rota
Address: 10445 Wilshire Blvd : #205
City, Zip: Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutsouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutsouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed

Suzanne P. Tard Rota

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: Azita Sabouni
Address: 10701 Wilshire Boulevard, Unit # 904/905
Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the juxtouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.) I support the exclusion of bus only lanes and retention of juxtouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed 

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: Farhad Sabouhi
Address: 10701 Wilshire Boulevard, Unit # 904/905
Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed Farhad Sabouhi

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name:... **X** *Roya Safani*
Address:..... 10724 Wilshire Blvd. Unit # *211*
City, Zip:Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the juttouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of juttouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed **X** *Roya Safani*


To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
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- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed:

VIVIAN N. SAIRVANI 

Printed Name:

VIVIAN N. SAIRVANI

Address:

W350 WILSHIRE BLVD #1702

City, Zip:

LA CA 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: SHANAB SAJJADIN
Address: 10660 Wilshire Blvd. # 1007
City, Zip: Los Angeles 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed



To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name:

Address: 10600 WILSHIRE BLVD.

City, Zip: LA, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
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- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed Dr. & Mrs. M. Aadi Salam

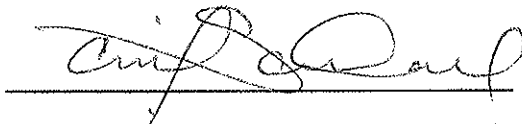
To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
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- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: _____



Printed Name: _____

CECILIO SANDOVAL

Address: _____

10380 Wilshire Boulevard, Los Angeles, CA. 90024

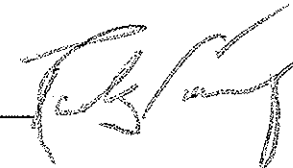
To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
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- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed:

Rudy Sanchez 

Printed Name:

Rudy Sanchez

Address:

10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create peak period bus only lanes in Westwood from Comstock Ave. to Glendon Ave. I support a NO PROJECT alternative between Comstock Ave. and Glendon Ave. for the following reasons.

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
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- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives A&B all have stretches of Wilshire Bl. which do not include bus only lanes. I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Print Name: R. SANGER

Sign

R. Sanger

Address: 10490 Wilshire Blvd, #1103

City, Zip: LA 90244

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name:

Address: 10660 WILSHIRE BLVD

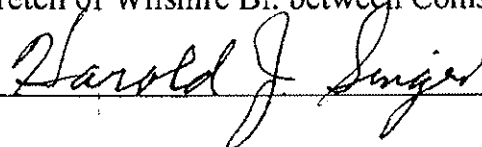
City, Zip: LA, CA 90024

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Signed

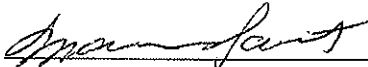


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Signed: 

Printed Name: Maxine Savitz

Address: 10350 Wilshire Blvd, #2604

City, Zip: Los Angeles, CA 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: Zifa Schabberg
Address: 10701 Wilshire Boulevard, Unit # 601
Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the juttouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

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Signed Zifa Schabberg

905

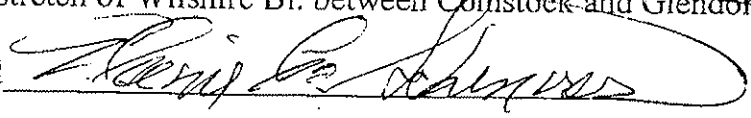
To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: ELAINE C. SCHENBERG
Address: 10445 WILSHIRE BLVD #905
City, Zip: LOS ANGELES, 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

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Signed 

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The proposed project and Alternatives A&B all have stretches of Wilshire Bl. which do not include bus only lanes. I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Print Name:

⁽⁴⁰⁾ MYRA W. SCHWARTZ Sign: *Myra Schwartz*

Address:

10490 Wilshire Blvd

City, Zip:

LA CA 90024

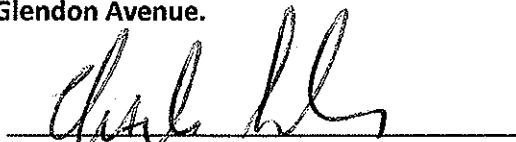
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The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed:



Printed Name:

Charles Schwarz

Address:

10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

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Print Name: I RWIN SEARAPPA

Sign 

Address: 10490 WILSHIRE BLVD #2701

City, Zip: LA CALE 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name:

Address: 10660 WILSHIRE Blvd 1006

City, Zip: LA, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

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Signed _____



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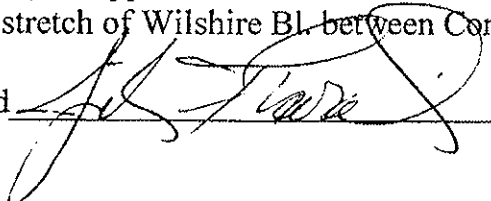
Printed Name: Joseph Shabanian
Address: Jila Farali
City, Zip: 10445 Wilshire Blvd. #2002
Los Angeles, CA 90024

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Signed



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Print Name: ABRAHAM SHAPIRO
MIRIAM SHAPIRO

Sign

Abraham Shapiro
Miriam Shapiro

Address: 10490 WILSHIRE BL. UNIT 2603

City, Zip: ^E LOS ANGELES CA 90024

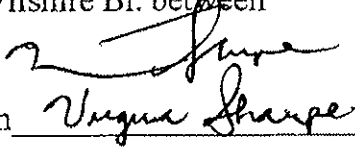
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The proposed project and Alternatives A&B all have stretches of Wilshire Bl. which do not include bus only lanes. I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Print Name: Norton SHARPE
VIRGINIA SHARPE

Sign 

Address: 10490 Wilshire Blvd #1603

Los Angeles, CA 90024

City, Zip:

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

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Signed: _____

Printed Name: _____

Address: _____

10380 Wilshire Boulevard, Los Angeles, CA. 90024

#1604

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name:

Address: 10660 WILSHIRE BLVD

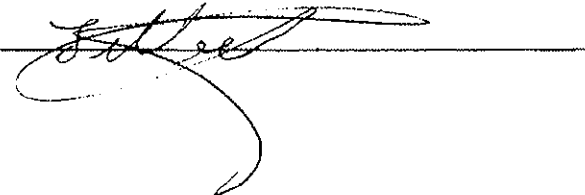
City, Zip: LA, CA 90024

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- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed



707

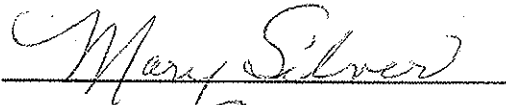
To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, charges, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
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- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed:



Printed Name:

MARY Silver

Address:

10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: DAN SIMANTOB
Address: 10701 Wilshire Boulevard, Unit # 302
Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
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- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed Dan Simantob

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

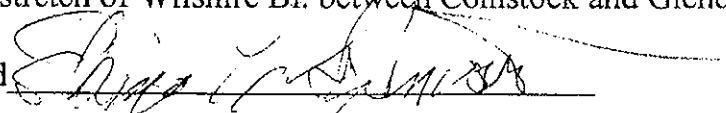
Printed Name: Elaine Simon
Address: 10445 Wilshire Blvd: unit 302
City, Zip: Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
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The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed



To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
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- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: _____

Printed Name: _____

George Simoie

Address: _____

10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
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The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: Monica Simone

Printed Name: Monica Simone

Address: 10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create peak period bus only lanes in Westwood from Comstock Ave. to Glendon Ave. I support a NO PROJECT alternative between Comstock Ave. and Glendon Ave. for the following reasons.

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
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- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives A&B all have stretches of Wilshire Bl. which do not include bus only lanes. I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Print Name: GLORIA SIMONS Sign Gloria Simons

Address: 10490 Wilshire #1506

City, Zip: L.A., 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: B. Sinatra
Address: 10560 Wilshire Blvd # PHA
City, Zip: Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the juxtouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
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- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of juxtouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed Barbara Sinatra

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create peak period bus only lanes in Westwood from Comstock Ave. to Glendon Ave. I support a NO PROJECT alternative between Comstock Ave. and Glendon Ave. for the following reasons.

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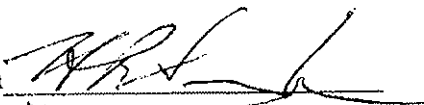
The proposed project and Alternatives A&B all have stretches of Wilshire Bl. which do not include bus only lanes. I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Print Name: H. B. SINYKIN

Address: HERT SINYKIN

City, Zip:

Sign


Herta Sinykin

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name:

Renee Siragusa

Address:

10701 Wilshire Boulevard, Unit # 901
Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

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Signed

Renee Siragusa

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name:

ROBERT SIRAGUSA

Address:

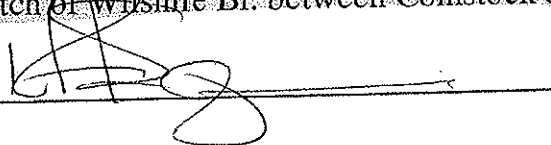
10701 Wilshire Boulevard, Unit # 901
Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutsouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

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The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutsouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed:



To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

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Signed:

Rosario F. Sison, M.D.

Printed Name:

ROSARIO F SISON

Address:

10350 Wilshire Blvd Unit 501

City, Zip:

LA, Ca. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

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- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: _____

Printed Name: _____

Address: 10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

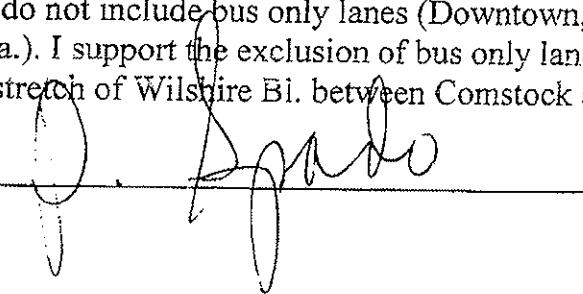
Printed Name: Miss Patricia Spado
Address: 10445 Wilshire Blvd : #202
City, Zip: Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the juxtouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
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Signed



A handwritten signature in black ink, appearing to read 'Patricia Spado', is written over a horizontal line. The signature is fluid and cursive.

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

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The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed:

Printed Name:

Address:

10380 Wilshire Boulevard, Los Angeles, CA. 90024

Condo 1604

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
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Signed:

Bobbye (Roberta) Steinberg
Bobbye (Roberta) Steinberg

Printed Name:

Address: 10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

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Signed: _____



Printed Name: _____



Address: _____

10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

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Signed:



Printed Name:

ROBERT C. STEVENS

Address:

10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

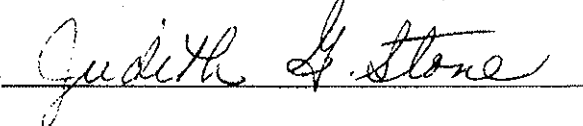
Printed Name: Judith G. Stone
Address: 10660 Wilshire Boulevard
#1102
City, Zip: Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

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- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed



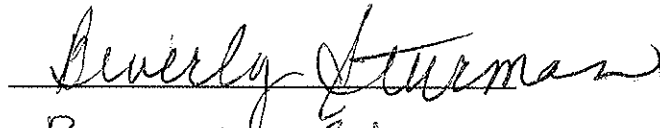
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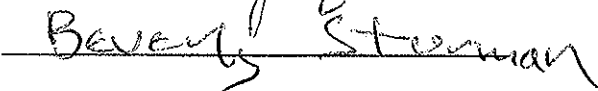
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The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: _____



Printed Name: _____



Address: _____

10380 Wilshire Boulevard, Los Angeles, CA. 90024

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The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed:



Printed Name:

Herbert D. Sturman

Address:

10380 Wilshire Boulevard, Los Angeles, CA. 90024

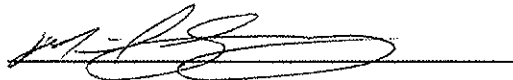
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The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: _____



Printed Name: _____

Michael Suarez

Address: _____

10380 Wilshire Boulevard, Los Angeles, CA. 90024

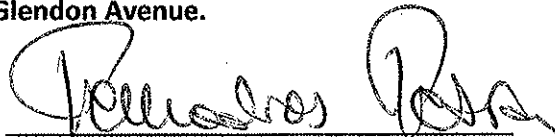
To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

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The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed:



Printed Name:

Teodoro Teofano

Address:

10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

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- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed: Ruth Tober

Printed Name: RUTH TOBER

Address: 10350 WILSHIRE BLVD.

City, Zip: Los ANGELES 90024

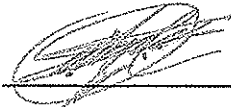
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The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed:



Printed Name:

Modab Torres

Address:

10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

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- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed:



Printed Name:

Robert Trus

Address:

10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: Melvin Turkel

Address: 10701 Wilshire Boulevard, Unit # 1001
Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the juxtouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
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The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica). I support the exclusion of bus-only lanes and retention of juxtouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed

Melvin Turkel

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create peak period bus only lanes in Westwood from Comstock Ave. to Glendon Ave. I support a NO PROJECT alternative between Comstock Ave. and Glendon Ave. for the following reasons.

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
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- An adverse impact on property values will occur.

The proposed project and Alternatives A&B all have stretches of Wilshire Bl. which do not include bus only lanes. I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Print Name: BERYL TURNER

Sign Beryl Turner

Address: 10490 Wilshire Blvd. # 704

City, Zip: LA, Calif. 90024

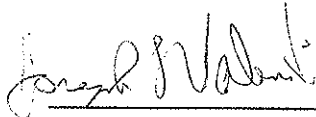
To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

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- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: _____



Printed Name: _____

Joseph L. Valent

Address: _____

10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed:

Jill Valenti

Printed Name:

Jill Valenti

Address:

10380 Wilshire Boulevard, Los Angeles, CA. 90024

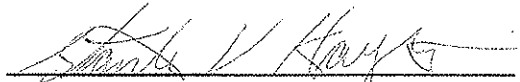
To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: _____



Printed Name: _____

STANLEY VAN HAYES

Address: _____

10380 Wilshire Boulevard, Los Angeles, CA. 90024

Wilshire Bus Rapid Transit (BRT) DEIR Input

Name (please print): WOLFGANG VEITH, BUS RIDER

Address: 476 LANFAIR AVE.

City, Zip: LOS ANGELES, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut-outs and which create peak period bus-only lanes in Westwood from Comstock Ave. to Glendon Ave.

I support a NO PROJECT alternative between Comstock Ave. and Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon along the residential mile.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential highrises.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes. Traffic will idle and gridlock will occur in areas where currently these problems do not exist.
- The only improvement this segment of Wilshire needs is resurfacing.
- With 2 lanes eliminated during AM and PM rush hours, two of the three bus lines (720 & 920) will be squeezed into mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives A & B all have stretches of Wilshire which do NOT include bus-only lanes. I support the exclusion of bus-only lanes on the stretch of Wilshire between Comstock and Glendon.

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

1006
Printed Name: SAM VESTERMAN
Address: 10445 WILSHIRE BL. # 1006
City, Zip: LOS ANGELES, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the juxtouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of juxtouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed _____
S. Vesterman

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: _____

Address: _____

Martin Vincent
10701 Wilshire Boulevard, Unit # 1205
Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the juitouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of juitouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed _____

Martin Vincent

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: Adrianna Vintz
Address: 10445 Wilshire Blvd #508
City, Zip: Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the juxtouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of juxtouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed Adrianna Vintz 10445 Wilshire Blvd.
LA 90024 7303

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
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- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed:

Helen Wald

Printed Name:

HELEN WALD

Address:

10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: G. M. Warkans
Address: 10501 Wilshire Blvd. #1001
City, Zip: Los Angeles, CA 90024
USA

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed G. M. Warkans 7/15/2010
PRESIDENT - WILSHIRE REGENT
ASSOCIATION

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
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- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: ~~Sally~~ Sally Weil

Printed Name: Sally Weil

Address: 10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create peak period bus only lanes in Westwood from Comstock Ave. to Glendon Ave. I support a NO PROJECT alternative between Comstock Ave. and Glendon Ave. for the following reasons.

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
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- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes. Traffic will idle and gridlock will occur in areas where currently these problems do not exist.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives A&B all have stretches of Wilshire Bl. which do not include bus only lanes. I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Print Name: BERNARD WEINBERG

Sign Janice Weinberg

Address: 10490 WILSHIRE BLVD, UNIT 501

City, Zip: LOS ANGELES, CA 90024

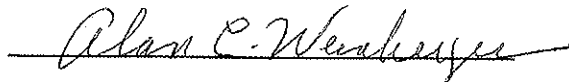
To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, charges, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed:



Printed Name:

ALAN C. WEINBERGER

Address:


10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: 

Printed Name: DOROTHY I. WEINBERGER

Address: 10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

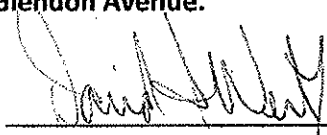
I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, charges, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
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- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: _____

Printed Name: _____


DAVID S. WEIL, JR.

Address: _____

10380 Wilshire Boulevard, Los Angeles, CA. 90024
501

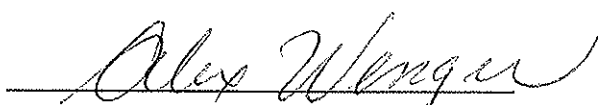
To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, charges, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
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- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed:



Printed Name:

ALEX WENGER

Address:

10380 Wilshire Boulevard, Los Angeles, CA. 90024

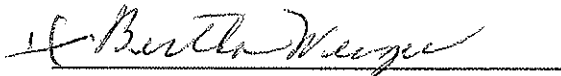
To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed:



Printed Name:

BERTHA WENGER

Address:

10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: Lawrence Wengrod

Address: 10701 Wilshire Boulevard, Unit # 1401
Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed

Lawrence Wengrod

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
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- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed: _____

Printed Name: _____

Address: _____

City, Zip: _____

Tracy Miller

*10350 Wilshire Blvd
Los Angeles, CA 90024*

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create peak period bus only lanes in Westwood from Comstock Ave. to Glendon Ave. I support a NO PROJECT alternative between Comstock Ave. and Glendon Ave. for the following reasons.

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
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- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes. Traffic will idle and gridlock will occur in areas where currently these problems do not exist.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives A&B all have stretches of Wilshire Bl. which do not include bus only lanes. I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Print Name: STEPHEN F. WEINER

Signature

CLAIRE C. WEINER

Address: 10490 WILSHIRE #906

City, Zip: LOS ANGELES 90024-4648

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
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- An adverse impact on property values will occur.

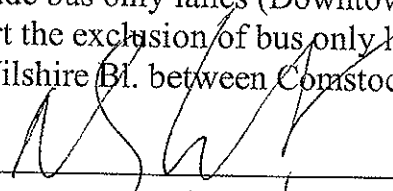
The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed: _____

Printed Name: _____

Address: _____

City, Zip: _____

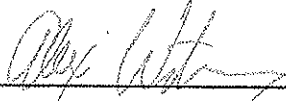

Murray Wishegrad
10350 Wilshire Blvd #602
Los Angeles, CA 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
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- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
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- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: 
Printed Name: Alex Winkler
Company: Horizon EC

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: RICHARD WOLF

Address: 10560 Wilshire Blvd # 1901

City, Zip: Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
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- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed _____



To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
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- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed: Christine M. Wolfus

Printed Name: Christine M. Wolfus

Address: 10350 Wilshire Blvd #1604

City, Zip: Los Angeles, CA 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutsouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
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- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutsouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed: _____

Printed Name: _____

Address: _____

City, Zip: _____



DANIEL E. WOLRUS

10350 WILSHIRE BLVD #1604

L.A., CA 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: Allen Yadgar
Address: 10701 Wilshire Boulevard, Unit # 602
Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the juitouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
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- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.) I support the exclusion of bus only lanes and retention of juitouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed Allen Yadgar

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

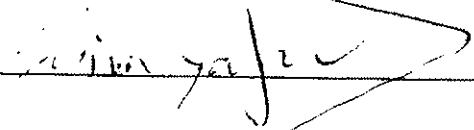
Printed Name: Shiva Yafet
Address: 10445 Wilshire Bl. # 205
City, Zip: LA CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutsouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
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- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutsouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed



To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
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- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: _____

7/22/2010 Suite # 301

Printed Name: FARAJOLAH YAGHOUBIAN

Address: 10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

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The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed: _____

Printed Name: _____

Address: _____

City, Zip: _____



Dan Yamini

10350 Wilshire Blvd #1402

Los Angeles 90024

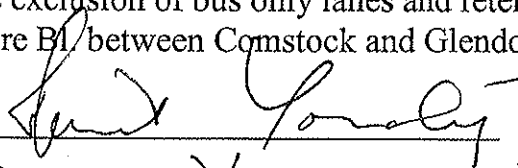
To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
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The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed: _____



Printed Name: _____

JANET YONATY

Address: _____

10350 Wilshire Blvd # 1804

City, Zip: _____

Los Angeles, CA 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: Michelle Yashampour
Address: 10701 Wilshire Boulevard, Unit # 606
Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the juxtouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.) I support the exclusion of bus only lanes and retention of juxtouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed Michelle Yashampour

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
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- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed: Mina Zamora

Printed Name: Mina Zamora

Address: 10350 Wilshire #1203

City, Zip: L.A., CA, 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: LINDA ZONANA

Address: 10701 Wilshire Boulevard, Unit # M-1
Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the juxtouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
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Signed _____

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: _____

Address: Regina Zonana
10701 Wilshire Boulevard, Unit # M-1
Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutsouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

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Signed _____

Regina Zonana

J/S Brown

From: [REDACTED]
To: <holmbywestwood-owner@yahoo.com>
Sent: Friday, July 23, 2010 2:49 PM
Subject: Re:[Holmby-Westwood Property Owners Association] Busway EIR

 Wilshire Bus Rapid Transit (BRT) DEIR PETITION

Fill in your name and address and email to hwpoa@aol.com (<mailto:hwpoa@aol.com>) or mail to HWPOA, 914 Westwood Blvd., PMB 573, Los Angeles, CA. 90024. Thank you.

Name (please print): Elizabeth Baker

Address: 759 S Beverly Glen Bl City, Zip: Los Angeles 90024

I support the exclusion of bus-only lanes on the stretch of Wilshire between Glendon and Comstock. Dedicated bus lanes between Glendon and Comstock offer no transit advantage to bus riders or communities along this corridor. I do NOT support the Wilshire Bus Rapid Transit Project or any alternative

project which includes the removal of the Wilshire Blvd jut-outs and which

create peak period bus-only lanes in Westwood between Glendon and Comstock.

I support a NO PROJECT alternative between Comstock Ave. and Westwood Blvd. for the following reasons:

- * To avoid new traffic impacts on Wilshire, Wilshire drivers will increase cut-thru traffic in the single family neighborhoods north and south of Wilshire.

- * The Red buses already run non stop between Glendon and Beverly Glen without the need for dedicated bus lanes.

- * Seven significantly impacted intersections between Glendon and Comstock cannot be mitigated and likely, will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact.

- * Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes. Traffic will idle and gridlock will occur in areas where currently these problems do not exist.

- * The only improvement this segment of Wilshire needs is resurfacing of Wilshire Blvd.

- * With 2 lanes eliminated during AM and PM rush hours, two of the three other bus lines (20 & 920) also operating on Wilshire will be squeezed into mixed-flow lanes, thus adding to increased congestion for autos.

- * An adverse impact on property values will occur.

- * There is currently no traffic delay during peak hours between Glendon and Comstock along this residential mile.

- * There is no justification for the assumption that the number of people moved will increase because buses will go faster.

- * The removal of parking spaces on Wilshire (almost 100) and loss of

delivery access to high-rise residential during peak hours will cause severe problems for

7/23/2010

J/S Brown

From: <Hwpoa@aol.com>
To: <jerbrown@ucla.edu>
Sent: Friday, July 23, 2010 11:24 PM
Subject: Fwd: [Holmby-Westwood Property Owners Association] Busway EIR

From: [REDACTED]
To: holmbywestwood-owner@yahoo.com
Sent: 7/23/2010 2:27:20 P.M. Pacific Daylight Time
Subj: Re:[Holmby-Westwood Property Owners Association] Busway EIR

Wilshire Bus Rapid Transit (BRT) DEIR PETITION

Fill in your name and address and email to _hwpoa@aol.com (mailto:hwpoa@aol.com) or mail to HWPOA, 914 Westwood Blvd., PMB 573, Los Angeles, CA.

90024. Thank you.

Name (please print): Elizabeth Baker

Address: 759 S Beverly Glen Bl
 90024

City, Zip: Los Angeles

I support the exclusion of bus-only lanes on the stretch of Wilshire between Glendon and Comstock. Dedicated bus lanes between Glendon and Comstock offer no transit advantage to bus riders or communities along this corridor.

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project which includes the removal of the Wilshire Blvd jut-outs and which

create peak period bus-only lanes in Westwood between Glendon and Comstock.

I support a NO PROJECT alternative between Comstock Ave. and Westwood Blvd. for the following reasons:

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- * The Red buses already run non stop between Glendon and Beverly Glen without the need for dedicated bus lanes.

- * Seven significantly impacted intersections between Glendon and Comstock cannot be mitigated and likely, will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact.

- * Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes. Traffic will idle and gridlock will occur in areas where currently these problems do not exist.

- * The only improvement this segment of Wilshire needs is resurfacing

of Wilshire Blvd.

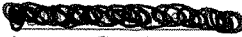
- * With 2 lanes eliminated during AM and PM rush hours, two of the three other bus lines (20 & 920) also operating on Wilshire will be squeezed into mixed-flow lanes, thus adding to increased congestion for autos.

- * An adverse impact on property values will occur.

- * There is currently no traffic delay during peak hours between Glendon and Comstock along this residential mile.

- * There is no justification for the assumption that the number of people moved will increase because buses will go faster.

7/24/2010

Subj: **Fwd: [Holmby-Westwood Property Owners Association] Busway EIR Petition**
Date: 7/20/2010 6:30:28 A.M. Pacific Daylight Time
From: 
To: hwpoa@aol.com
Petition - Thank you!

Begin forwarded message:

From: hwpoa@aol.com
Date: July 19, 2010 8:55:29 PM PDT
To: holmbywestwood@yahoo.com
Subject: **[Holmby-Westwood Property Owners Association] Busway EIR Petition**
Reply-To: holmbywestwood-owner@yahoo.com

Wilshire Bus Rapid Transit (BRT) DEIR PETITION

Fill in your name and address and email to hwpoa@aol.com or mail to HWPOA, 914 Westwood Blvd., PMB 573, Los Angeles, CA. 90024. Thank you.

Name (please print): Polly and Mark Bamberger

Address: 10515 Le Conte Avenue **City, Zip:** Los Angeles, CA 90024-3305

I support the exclusion of bus-only lanes on the stretch of Wilshire between Glendon and Comstock. Dedicated bus lanes between Glendon and Comstock offer no transit advantage to bus riders or communities along this corridor.

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the Wilshire Blvd jut-outs and which create peak period bus-only lanes in Westwood between Glendon and Comstock.

I support a NO PROJECT alternative between Comstock Ave. and Westwood Blvd. for the following reasons:

Tuesday, July 20, 2010 AOL: Hwpoa

Subj: **Fwd: [Holmby-Westwood Property Owners Association] Busway EIR Petition**
 Date: 7/20/2010 10:34:38 A.M. Pacific Daylight Time
 From: [REDACTED]
 To: hwpoa@aol.com

Please let us know whether this is sufficient. Thank you.

From: hwpoa@aol.com
 Reply-to: holmbywestwood-owner@yahoogroups.com
 To: holmbywestwood@yahoogroups.com
 Sent: 7/19/2010 09:57:53 P.M. Pacific Daylight Time
 Subj: [Holmby-Westwood Property Owners Association] Busway EIR Petition

Wilshire Bus Rapid Transit (BRT) DEIR PETITION

Fill in your name and address and email to hwpoa@aol.com or mail to HWPOA, 914 Westwood Blvd., PMB 573, Los Angeles, CA. 90024. Thank you.

Name (please print): ALECK AND RUTH BLOCK

Address: 800 WARNER AVENUE

LOS ANGELES, CA, 90024

City, Zip:

I support the exclusion of bus-only lanes on the stretch of Wilshire between Glendon and Comstock. Dedicated bus lanes between Glendon and Comstock offer no transit advantage to bus riders or communities along this corridor.

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the Wilshire Blvd jut-outs and which create peak period bus-only lanes in Westwood between Glendon and Comstock.

I support a NO PROJECT alternative between Comstock Ave. and Westwood Blvd. for the following reasons:

- To avoid new traffic impacts on Wilshire, Wilshire drivers will increase **cut-thru traffic** in the single family neighborhoods north and south of Wilshire.
- The Red buses already run non stop between Glendon and Beverly Glen without the need for dedicated bus lanes.
- **Seven significantly impacted intersections** between Glendon and Comstock cannot be mitigated and likely, will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact.
- **Traffic delays** for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes. Traffic will idle and gridlock will occur in areas where currently these problems do not exist.
- The **only** improvement this segment of Wilshire needs is **resurfacing** of Wilshire Blvd.
- With 2 lanes eliminated during AM and PM rush hours, two of the three other bus lines (20 & 920) also operating on Wilshire will be squeezed into mixed-flow lanes, thus adding to increased congestion for autos.
- An **adverse impact on property values** will occur.
- There is currently **no** traffic delay during peak hours between Glendon and Comstock along this residential mile.
- There is **no justification** for the assumption that the number of people moved

Tuesday, July 20, 2010 AOL: Hwpoa

Name (please print):

VIRGINIA BOHRER


Address: 806 WESTHOLME AVE. City, Zip: L. A. 90024

I support the exclusion of bus-only lanes on the stretch of Wilshire between Glendon and Comstock. Dedicated bus lanes between Glendon and Comstock offer no transit advantage to bus riders or communities along this corridor.

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the Wilshire Blvd jut-outs and which create peak period bus-only lanes in Westwood between Glendon and Comstock.

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- There is currently **no** traffic delay during peak hours between Glendon and Comstock along this residential mile.
- There is **no justification** for the assumption that the number of people moved will increase because buses will go faster.
- The **removal of parking spaces** on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The **removal of mature trees** will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise. Increased noise and vibration impacts will occur from buses running closer to residential high rises.

Subj: **FW: [Holmby-Westwood Property Owners Association] Busway EIR Petition**
 Date: 7/21/2010 5:01:34 P.M. Pacific Daylight Time
 From: 
 To: hwpoa@aol.com

Wilshire Bus Rapid Transit (BRT) DEIR PETITION

Fill in your name and address and email to hwpoa@aol.com or mail to HWPOA, 914 Westwood Blvd., PMB 573, Los Angeles, CA. 90024. Thank you.

Name (please print): Gary M. Borofsky

Address: 10480 Lindbrook Dr
 90024

City, Zip: Los Angeles

I support the exclusion of bus-only lanes on the stretch of Wilshire between Glendon and Comstock. Dedicated bus lanes between Glendon and Comstock offer no transit advantage to bus riders or communities along this corridor.

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the Wilshire Blvd jut-outs and which create peak period bus-only lanes in Westwood between Glendon and Comstock.

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- There is **no justification** for the assumption that the number of people moved will increase because buses will go faster.
- The **removal of parking spaces** on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a “social issue” in no way diminishes the severity of the adverse impact.
- The **removal of mature** trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise. Increased noise and vibration

Thursday, July 22, 2010 AOL: Hwpoa

Subj: **Busway EIR Petition**
Date: 7/19/2010 11:52:32 P.M. Pacific Daylight Time
From: 
To: Hwpoa@aol.com

I oppose a bus only lane between Glendon and Comstock during peak hours.

Charlotte Brown
801 Thayer Avenue
Los Angeles, CA 90024

Subj: **FW: [Holmby-Westwood Property Owners Association] Busway EIR Petition**
Date: 7/21/2010 9:30:29 A.M. Pacific Daylight Time
From: [REDACTED]
To: hwpoa@aol.com

From: karen.bryan@retiredpartner.lw.com [mailto:karen.bryan@retiredpartner.lw.com]

Sent: Tuesday, July 20, 2010 12:27 AM

To: [REDACTED]

Subject: Fw: [Holmby-Westwood Property Owners Association] Busway EIR Petition

From: Bryan [REDACTED]

To: Bryan, Karen (LA Retired Partner)

Sent: Mon Jul 19 23:17:38 2010

Subject: FW: [Holmby-Westwood Property Owners Association] Busway EIR Petition

From: holmbywestwood@yahoogroups.com

[mailto:holmbywestwood@yahoogroups.com] **On Behalf Of** hwpoa@aol.com

Sent: Monday, July 19, 2010 8:55 PM

To: holmbywestwood@yahoogroups.com

Subject: [Holmby-Westwood Property Owners Association] Busway EIR Petition

Wilshire Bus Rapid Transit (BRT) DEIR PETITION

Fill in your name and address and email to hwpoa@aol.com or mail to HWPOA, 914 Westwood Blvd., PMB 573, Los Angeles, CA. 90024. Thank you.

Name (please print): Karen S. Bryan

Address: 1024 Hilts Avenue
90024

City, Zip: Los Angeles

I support the exclusion of bus-only lanes on the stretch of Wilshire between Glendon and Comstock. Dedicated bus lanes between Glendon and Comstock offer no transit advantage to bus riders or communities along this corridor.

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the Wilshire Blvd jut-outs and which create peak period bus-only lanes in Westwood between Glendon and Comstock.

I support a NO PROJECT alternative between Comstock Ave. and Westwood Blvd. for the following reasons:

- To avoid new traffic impacts on Wilshire, Wilshire drivers will increase **cut-thru traffic** in the single family neighborhoods north and south of Wilshire.
- The Red buses already run non stop between Glendon and Beverly Glen without the need for dedicated bus lanes.
- **Seven significantly impacted intersections** between Glendon and Comstock cannot be mitigated and likely, will be worsened. The inability to mitigate a

Wednesday, July 21, 2010 AOL: Hwpoa

Subj: **[Holmby-Westwood Property Owners Association] Busway EIR Petition**
 Date: 7/19/2010 9:57:56 P.M. Pacific Standard Time
 From: hwpoa@aol.com
 Reply-to: holmbywestwood-owner@yahoogroups.com
 To: holmbywestwood@yahoogroups.com

Wilshire Bus Rapid Transit (BRT) DEIR PETITION

Fill in your name and address and email to hwpoa@aol.com or mail to HWPOA, 914 Westwood Blvd., PMB 573, Los Angeles, CA. 90024. Thank you.

Name (please print): *Adrienne Butler*

Address: *650 Club View Dr.*
 City, Zip: *Los Angeles, CA 90024*

I support the exclusion of bus-only lanes on the stretch of Wilshire between Glendon and Comstock. Dedicated bus lanes between Glendon and Comstock offer no transit advantage to bus riders or communities along this corridor.

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- With 2 lanes eliminated during AM and PM rush hours, two of the three other bus lines (20 &

Subj: [Holmby-Westwood Property Owners Association] Busway EIR Petition
 Date: 7/19/2010 9:57:56 P.M. Pacific Standard Time
 From: hwpoa@aol.com
 Reply-to: holmbywestwood-owner@yahoogroups.com
 To: holmbywestwood@yahoogroups.com

Wilshire Bus Rapid Transit (BRT) DEIR PETITION

Fill in your name and address and email to hwpoa@aol.com or mail to HWPOA, 914 Westwood Blvd., PMB 573, Los Angeles, CA. 90024. Thank you.

Name (please print): *Robert S. Butler*

Address: *650 Club View Dr.* City, Zip: *Los Angeles, CA 90024*

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- With 2 lanes eliminated during AM and PM rush hours, two of the three other bus lines (20 &

J/S Brown

From: ~~XXXXXXXXXXXXXXXXXXXX~~
To: <holmywestwood-owner@yahogroups.com>
Sent: Saturday, July 24, 2010 4:23 PM
Subject: Re: [Holmy-Westwood Property Owners Association] Busway EIR Petition

On Jul 19, 2010, at 8:55 PM, hwpoa@aol.com wrote:

Wilshire Bus Rapid Transit (BRT) DEIR PETITION

Fill in your name and address and email to hwpoa@aol.com or mail to HWPOA, 914 Westwood Blvd., PMB 573, Los Angeles, CA. 90024. Thank you.

Name (please print):

Jeff Cesario

Address: 655 Thayer Ave
 LA, CA 90024

City, Zip:

I support the exclusion of bus-only lanes on the stretch of Wilshire between Glendon and Comstock. Dedicated bus lanes between Glendon and Comstock offer no transit advantage to bus riders or communities along this corridor.

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- **Traffic delays** for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes. Traffic will idle and gridlock will occur in areas where

7/24/2010

Subj: [Holmby-Westwood Property Owners Association] Busway EIR Petition
 Date: 7/19/2010 8:57:54 P.M. Pacific Standard Time
 From: hwpoa@aol.com
 Reply-to: holmbywestwood-owner@yahoogroups.com
 To: holmbywestwood@yahoogroups.com

Wilshire Bus Rapid Transit (BRT) DEIR PETITION

Fill in your name and address and email to hwpoa@aol.com or mail to HWPOA, 914 Westwood Blvd., PMB 573, Los Angeles, CA. 90024. Thank you.

Name (please print): IRWIN CHASALOW

Address: 936 Westholme Ave. City, Zip: L.A., 90024

I support the exclusion of bus-only lanes on the stretch of Wilshire between Glendon and Comstock. Dedicated bus lanes between Glendon and Comstock offer no transit advantage to bus riders or communities along this corridor.

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the Wilshire Blvd jut-outs and which create peak period bus-only lanes in Westwood between Glendon and Comstock.

I support a NO PROJECT alternative between Comstock Ave. and Westwood Blvd. for the following reasons:

- To avoid new traffic impacts on Wilshire, Wilshire drivers will increase **cut-thru traffic** in the single family neighborhoods north and south of Wilshire.
- The Red buses already run non stop between Glendon and Beverly Glen without the need for dedicated bus lanes.
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- The **only** improvement this segment of Wilshire needs is **resurfacing** of Wilshire Blvd.
- With 2 lanes eliminated during AM and PM rush hours, two of the three other bus lines (20 &

J/S Brown

From: <Hwpoa@aol.com>
To: <jerbrown@ucla.edu>
Sent: Monday, July 19, 2010 11:44 PM
Subject: Fwd: [Holmby-Westwood Property Owners Association] Busway EIR Petition

From: [REDACTED]
To: holmbywestwood-owner@yahoogroups.com
Sent: 7/19/2010 10:24:14 P.M. Pacific Daylight Time
Subj: Re: [Holmby-Westwood Property Owners Association] Busway EIR Petition

--- On **Mon, 7/19/10**, hwpoa@aol.com <hwpoa@aol.com> wrote:

From: hwpoa@aol.com <hwpoa@aol.com>
Subject: [Holmby-Westwood Property Owners Association] Busway EIR Petition
To: holmbywestwood@yahoogroups.com
Date: Monday, July 19, 2010, 8:55 PM

Wilshire Bus Rapid Transit (BRT) DEIR PETITION

Fill in your name and address and email to hwpoa@aol.com or mail to HWPOA/ 914 Westwood Blvd. , PMB 573, Los Angeles , CA. 90024. Thank you.

Name (please print): Ruth Cohnen

Address: 955 Malcolm Ave.
 Angeles, CA 90024

City, Zip: Los

I support the exclusion of bus-only lanes on the stretch of Wilshire between Glendon and Comstock. Dedicated bus lanes between Glendon and Comstock offer no transit advantage bus riders or communities along this corridor.

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I support a NO PROJECT alternative between Comstock Ave. and Westwood Blvd. for the

7/23/2010

Subj: Fw: [Holmby-Westwood Property Owners Association] Busway EIR Petition
Date: 7/20/2010 1:12:55 A.M. Pacific Daylight Time
From: [REDACTED]
To: hwpoa@aol.com

--- On Mon, 7/19/10, hwpoa@aol.com <hwpoa@aol.com> wrote:

From: hwpoa@aol.com <hwpoa@aol.com>
Subject: [Holmby-Westwood Property Owners Association] Busway EIR Petition
To: holmbywestwood@yahoogroups.com
Date: Monday, July 19, 2010, 11:55 PM

Wilshire Bus Rapid Transit (BRT) DEIR PETITION

Fill in your name and address and email to hwpoa@aol.com or mail to HWPOA, 914 Westwood Blvd. , PMB 573, Los Angeles , CA. 90024. Thank you.

Name (please print):

Edward P Coleman

Address:

City, Zip:

10556 Strathmore Drive, Los Angeles CA 90024


I support the exclusion of bus-only lanes on the stretch of Wilshire between Glendon and Comstock. Dedicated bus lanes between Glendon and Comstock offer no transit advantage to bus riders or communities along this corridor.

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- The Red buses already run non stop between Glendon and Beverly Glen

Tuesday, July 20, 2010 AOL: Hwpoa

Subj: **Busway EIR Petition**
Date: 7/20/2010 9:40:47 A.M. Pacific Daylight Time
From: 
To: holmbywestwood-owner@yahoogroups.com

Wilshire Bus Rapid Transit (BRT) DEIR PETITION

From: Philip Colman, 10525 Garwood Place, Los Angeles, CA 90024

I support the exclusion of bus-only lanes on the stretch of Wilshire between Glendon and Comstock. Dedicated bus lanes between Glendon and Comstock offer no transit advantage to bus riders or communities along this corridor.

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the Wilshire Blvd jut-outs and which create peak period bus-only lanes in Westwood between Glendon and Comstock.

I support a NO PROJECT alternative between Comstock Ave. and Westwood Blvd. for the following reasons:

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- The **only** improvement this segment of Wilshire needs is **resurfacing** of Wilshire Blvd.
- With 2 lanes eliminated during AM and PM rush hours, two of the three other bus lines (20 & 920) also operating on Wilshire will be squeezed into

Tuesday, July 20, 2010 AOL: Hwpoa

J/S Brown

From: [REDACTED]
 To: <holmbywestwood-owner@yahoo.com>
 Sent: Monday, July 19, 2010 10:07 PM
 Subject: Re: [Holmby-Westwood Property Owners Association] Busway EIR Petition

On Jul 19, 2010, at 8:55 PM, hwpoa@aol.com wrote:

Wilshire Bus Rapid Transit (BRT) DEIR PETITION

Fill in your name and address and email to hwpoa@aol.com or mail to HWPOA, 914 Westwood Blvd., PMB 573, Los Angeles, CA. 90024. Thank you.

Name (please print): JoBee Croskery

Address: 736 Malcolm Avenue City,
 Zip: Los angeles, Ca. 90024

I support the exclusion of bus-only lanes on the stretch of Wilshire between Glendon and Comstock. Dedicated bus lanes between Glendon and Comstock offer no transit advantage to bus riders or communities along this corridor.

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- The **only** improvement this segment of Wilshire needs is **resurfacing** of Wilshire Blvd.

7/23/2010

Subj: **FW: [Holmby-Westwood Property Owners Association] Busway EIR Petition**
Date: 7/20/2010 7:53:30 A.M. Pacific Daylight Time
From: [REDACTED]
To: hwpoa@aol.com
Thank you

Eric E. Elder
Senior Vice President
Marketing & Communications
THE RYLAND GROUP, INC.
818.223.7500
[REDACTED]

From: holmbywestwood@yahoogroups.com [mailto:holmbywestwood@yahoogroups.com] **On Behalf Of** hwpoa@aol.com
Sent: Monday, July 19, 2010 8:55 PM
To: holmbywestwood@yahoogroups.com
Subject: [Holmby-Westwood Property Owners Association] Busway EIR Petition

Wilshire Bus Rapid Transit (BRT) DEIR PETITION

Fill in your name and address and email to hwpoa@aol.com or mail to HWPOA, 914 Westwood Blvd., PMB 573, Los Angeles, CA. 90024. Thank you.

Name (please print): Eric E. Elder

Address: 636 Thayer Ave Los Angeles, CA Zip: 90024

I support the exclusion of bus-only lanes on the stretch of Wilshire between Glendon and Comstock. Dedicated bus lanes between Glendon and Comstock offer no transit advantage to bus riders or communities along this corridor.

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- **Seven significantly impacted intersections** between Glendon and Comstock cannot be mitigated and likely, will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact.
- **Traffic delays** for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes. Traffic will idle

Tuesday, July 20, 2010 AOL: Hwpoa

Subj: **Busway EIR Petition**
Date: 7/20/2010 1:44:11 P.M. Pacific Daylight Time
From: [REDACTED]
To: hwpoa@aol.com

Wilshire Bus Rapid Transit (BRT) DEIR PETITION

Fill in your name and address and email to hwpoa@aol.com or mail to HWPOA, 914 Westwood Blvd., PMB 573, Los Angeles, CA. 90024. Thank you.

Name (please print): Jerry Fields

Address: 10440 Charing Cross Road

City,

Zip: Los Angeles, ca. 90024

I support the exclusion of bus-only lanes on the stretch of Wilshire between Glendon and Comstock. Dedicated bus lanes between Glendon and Comstock offer no transit advantage to bus riders or communities along this corridor.

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- The **only** improvement this segment of Wilshire needs is **resurfacing** of Wilshire Blvd.
- With 2 lanes eliminated during AM and PM rush hours, two of the three other bus lines (20 & 920) also operating on Wilshire will be squeezed into mixed-flow lanes, thus adding to increased

Tuesday, July 20, 2010 AOL: Hwpoa

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Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes. Traffic will idle and gridlock will occur in areas where currently these problems do not exist.

The only improvement this segment of Wilshire needs is resurfacing of Wilshire Blvd.

With 2 lanes eliminated during AM and PM rush hours, two of the three other bus lines (20 & 920) also operating on Wilshire will be squeezed into mixed-flow lanes, thus adding to increased congestion for autos.

An adverse impact on property values will occur.

There is currently no traffic delay during peak hours between Glendon and Comstock along this residential mile.

There is no justification for the assumption that the number of people moved will increase because buses will go faster.

The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.

The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise. Increased noise and vibration impacts will occur from buses running closer to residential high rises.

Wilshire Bus Rapid Transit (BRT) DEIR PETITION

Fill in your name and address and email to hwpoa@aol.com or mail to HWPOA, 914 Westwood Blvd., PMB 573, Los Angeles, CA. 90024. Thank you.

Name (please print): Denise Frankfort

Address: 868 Birchwood
Dr. City, Zip: Los
Angeles, CA 90024

I support the exclusion of bus-only lanes on the stretch of Wilshire between Glendon and Comstock. Dedicated bus lanes between Glendon and Comstock offer no transit advantage to bus riders or communities along this corridor.

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the Wilshire Blvd jut-outs and which create peak period bus-only lanes in Westwood between Glendon and Comstock.

I support a NO PROJECT alternative between Comstock Ave. and Westwood

Subj: **Re: [Holmby-Westwood Property Owners Association] Busway EIR Petition**
Date: 7/20/2010 9:05:46 A.M. Pacific Daylight Time
From: [REDACTED]
To: holmbywestwood-owner@yahoogroups.com
?

-----Original Message-----

From: hwpoa <hwpoa@aol.com>
To: holmbywestwood <holmbywestwood@yahoogroups.com>
Sent: Mon, Jul 19, 2010 9:57 pm
Subject: [Holmby-Westwood Property Owners Association] Busway EIR
Petition

Wilshire Bus Rapid Transit (BRT) DEIR PETITION

Fill in your name and address and email to hwpoa@aol.com or mail to
HWPOA, 914 Westwood Blvd., PMB 573, Los Angeles, CA. 90024. Thank you.

Name (please print): Norman Frankfort

Address: 868 Birchwood
Dr. City, Zip: Los
Angeles, CA 90024

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between Comstock and Glendon if 2 lanes are removed in order to make
them bus-only lanes. Traffic will idle and gridlock will occur in
areas where currently these problems do not exist.

The only improvement this segment of Wilshire needs is resurfacing of
Wilshire Blvd.

With 2 lanes eliminated during AM and PM rush hours, two of the three

Tuesday, July 20, 2010 AOL: Hwpoa

Subj: **Filled out form**
 Date: 7/20/2010 6:38:53 A.M. Pacific Daylight Time
 From: 
 To: hwpoa@aol.com

Wilshire Bus Rapid Transit (BRT) DEIR PETITION

Fill in your name and address and email to hwpoa@aol.com or mail to HWPOA, 914 Westwood Blvd., PMB 573, Los Angeles, CA. 90024.
 Thank you.

Name (please print): Ryan Hartman

Address: 10538 Strathmore LA, CA 90024

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- With 2 lanes eliminated during AM and PM rush hours, two of the three other bus lines (20 & 920) also operating on Wilshire will be squeezed into mixed-flow lanes, thus adding to increased congestion

Tuesday, July 20, 2010 AOL: Hwpoa

From: hwpoa@aol.com (hwpoa@aol.com)
To: holmywestwood@yahoogroups.com;
Date: Mon, July 19, 2010 8:55:29 PM
Cc:
Subject: [Holmy-Westwood Property Owners Association] Busway EIR Petition

Wilshire Bus Rapid Transit (BRT) DEIR PETITION

Fill in your name and address and email to hwpoa@aol.com or mail to HWPOA, 914 Westwood Blvd. , PMB 573, Los Angeles , CA. 90024. Thank you.

Name (please print): Donald Hirsch, Darrelle Hirsch

Address: 850 S. Birchwood Dr City, Zip: Los Angeles 90024

I support the exclusion of bus-only lanes on the stretch of Wilshire between Glendon and Comstock. Dedicated bus lanes between Glendon and Comstock offer no transit advantage to bus riders or communities along this corridor.

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Subj: Re: [Holmby-Westwood Property Owners Association] Busway EIR Petition
Date: 7/20/2010 9:08:36 A.M. Pacific Daylight Time
From: ~~XXXXXXXXXXXXXXXXXXXX~~
To: holmbywestwood-owner@yahoo.com

On Jul 19, 2010, at 8:55 PM, hwpoa@aol.com wrote:

Wilshire Bus Rapid Transit (BRT) DEIR PETITION

Fill in your name and address and email to hwpoa@aol.com or mail to HWPOA, 914 Westwood Blvd., PMB 573, Los Angeles, CA. 90024. Thank you.

Name (please print): Barbara Horwitz

Address: 10512 Strathmore Dr. City, Los Angeles Zip: 90024

I support the exclusion of bus-only lanes on the stretch of Wilshire between Glendon and Comstock. Dedicated bus lanes between Glendon and Comstock offer no transit advantage to bus riders or communities along this corridor.

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Tuesday, July 20, 2010 AOL: Hwpoa

Subj: (no subject)
 Date: 7/20/2010 8:01:47 P.M. Pacific Daylight Time
 From: [REDACTED]
 To: hwpoa@aol.com

Address: 430 Dalehurst ave.

City,LA Zip:90024

Darrien Iacocca

I support the exclusion of bus-only lanes on the stretch of Wilshire between Glendon and Comstock. Dedicated bus lanes between Glendon and Comstock offer no transit advantage to bus riders or communities along this corridor.

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- An **adverse impact on property values** will occur.
- There is currently **no** traffic delay during peak hours between Glendon and Comstock along this residential mile.
- There is **no justification** for the assumption that the number of people moved will increase because buses will go faster.
- The **removal of parking spaces** on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe

Tuesday, July 20, 2010 AOL: Hwpoa

J/S Brown

From: <Hwpoa@aol.com>
 To: <jerbrown@ucla.edu>
 Sent: Monday, July 19, 2010 11:43 PM
 Subject: Fwd: FW: [Holmby-Westwood Property Owners Association] Busway EIR Petition

From: [REDACTED]
 To: hwpoa@aol.com
 CC: [REDACTED]
 Sent: 7/19/2010 10:37:02 P.M. Pacific Daylight Time
 Subj: FW: [Holmby-Westwood Property Owners Association] Busway EIR Petition

Name: Michael Kane
 Address: 1000 Manning Avenue
 City, Zip: Los Angeles 90024

I support the exclusion of bus-only lanes on the stretch of Wilshire between Glendon and Comstock. Dedicated bus lanes between Glendon and Comstock offer no transit advantage to bus riders or communities along this corridor.

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the Wilshire Blvd jut-outs and which create peak period bus-only lanes in Westwood between Glendon and Comstock.

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With 2 lanes eliminated during AM and PM rush hours, two of the three other bus lines (20 & 920) also operating on Wilshire will be squeezed into mixed-flow lanes,

7/23/2010

Subj: **Re: [Holmby-Westwood Property Owners Association] Busway EIR Petition**
Date: 7/20/2010 2:30:23 A.M. Pacific Daylight Time
From: 
To: holmbywestwood-owner@yahoo.com

On Jul 19, 2010, at 8:55 PM, hwpoa@aol.com wrote:

Wilshire Bus Rapid Transit (BRT) DEIR PETITION

Fill in your name and address and email to hwpoa@aol.com or mail to HWPOA, 914 Westwood Blvd., PMB 573, Los Angeles, CA. 90024. Thank you.

Name (please print): LAURENT KHAIAT

Address: 10750 Lindbrook Drive
90024

City, Zip: Los Angeles, CA

I support the exclusion of bus-only lanes on the stretch of Wilshire between Glendon and Comstock. Dedicated bus lanes between Glendon and Comstock offer no transit advantage to bus riders or communities along this corridor.

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Tuesday, July 20, 2010 AOL: Hwpoa

J/S Brown

From: [REDACTED]
To: <holmywestwood-owner@yahogroups.com>
Sent: Friday, July 23, 2010 3:46 PM
Subject: Re: [Holmy-Westwood Property Owners Association] Busway EIR Petition

On Mon, Jul 19, 2010 at 8:55 PM, <hwpoa@aol.com> wrote:

Name: Diana Kopald Marcus

Address: 1021 Manning Avenue

L.A., CA Zip: 90024


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- **Traffic delays** for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes. Traffic will idle and gridlock will occur in areas where currently these problems do not exist.
- The **only** improvement this segment of Wilshire needs is **resurfacing** of Wilshire Blvd.
- With 2 lanes eliminated during AM and PM rush hours, two of the three other bus lines (20 & 920) also operating on Wilshire will be squeezed into mixed-flow lanes, thus adding to increased congestion for autos.
- An **adverse impact on property values** will occur.
- There is currently **no** traffic delay during peak hours between Glendon and Comstock along this residential mile.
- There is **no justification** for the assumption that the number of people moved will

7/23/2010

Subj: **bus petition**
Date: 7/20/2010 7:48:58 A.M. Pacific Daylight Time
From: 
To: hwpoa@aol.com
Name (please print): Susan Lee Colby

Address: 451 Comstock Ave. City: Los Angeles, CA Zip:90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the Wilshire Blvd jut-outs and which create peak period bus-only lanes in Westwood between Glendon and Comstock.

I support a NO PROJECT alternative between Comstock Ave. and Westwood Blvd. for the following reasons:

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- An **adverse impact on property values** will occur.
- There is currently **no** traffic delay during peak hours between Glendon and Comstock along this residential mile.

Tuesday, July 20, 2010 AOL: Hwpoa

Subj: Re: [Holmby-Westwood Property Owners Association] Busway EIR Petition
Date: 7/21/2010 9:37:55 P.M. Pacific Daylight Time
From: 
To: holmbywestwood-owner@yahoogleroups.com

On Mon, 19 Jul 2010 23:55:29 -0400 (EDT) hwpoa@aol.com writes:

Wilshire Bus Rapid Transit (BRT) DEIR PETITION

Fill in your name and address and email to hwpoa@aol.com or mail to HWPOA, 914 Westwood Blvd., PMB 573, Los Angeles, CA. 90024. Thank you.

Name (please print):

Margaret Li

Address:

City, Zip:

1017 Westholme Avenue

Los Angeles, 90024

I support the exclusion of bus-only lanes on the stretch of Wilshire between Glendon and Comstock. Dedicated bus lanes between Glendon and Comstock offer no transit advantage to bus riders or communities along this corridor.

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- **Seven significantly impacted intersections** between Glendon and

Thursday, July 22, 2010 AOL: Hwpoa

Subj: **Re: [Holmby-Westwood Property Owners Association] Busway EIR Petition**
Date: 7/20/2010 1:01:33 P.M. Pacific Daylight Time
From: 
To: holmbywestwood-owner@yahoogroups.com

-----Original Message-----

From: hwpoa@aol.com
To: holmbywestwood@yahoogroups.com
Sent: Mon, Jul 19, 2010 8:55 pm
Subject: [Holmby-Westwood Property Owners Association] Busway EIR Petition

Wilshire Bus Rapid Transit (BRT) DEIR PETITION

Fill in your name and address and email to hwpoa@aol.com or mail to HWPOA, 914 Westwood Blvd., PMB 573, Los Angeles, CA. 90024. Thank you.

Name (please print): Tom Lindauer

Address: 10501 Lindrook Drive City, Zip: Los Angeles, CA 90024

I support the exclusion of bus-only lanes on the stretch of Wilshire between Glendon and Comstock. Dedicated bus lanes between Glendon and Comstock offer no transit advantage to bus riders or communities along this corridor.

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- **Seven significantly impacted intersections** between Glendon and Comstock cannot be mitigated and likely, will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact.
- **Traffic delays** for automobiles will increase substantially on Wilshire

Tuesday, July 20, 2010 AOL: Hwpoa

Subject: [Holmby-Westwood Property Owners Association] Busway EIR Petition
From: hwpoa@aol.com
Date: Mon, 19 Jul 2010 23:55:29 -0400 (EDT)
To: holmbywestwood@yahoogroups.com

Wilshire Bus Rapid Transit (BRT) DEIR PETITION

Fill in your name and address and email to hwpoa@aol.com or mail to HWPOA, 914 Westwood Blvd., PMB 573, Los Angeles, CA. 90024. Thank you.

Name (please print): *Nancy Lippman*


Address: *1021 Hilts Ave.* City, Zip: *Los Angeles, CA 90024*

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- With 2 lanes eliminated during AM and PM rush hours, two of the three other bus lines (20 & 920) also operating on Wilshire will be squeezed into mixed-flow lanes, thus adding to increased congestion for autos.
- An **adverse impact on property values** will occur.
- There is currently **no** traffic delay during peak hours between Glendon and Comstock along this residential mile.
- There is **no justification** for the assumption that the number of people moved will increase

Subj: **Wilshire Bus Rapid Transit Project**
Date: 7/21/2010 2:17:31 P.M. Pacific Daylight Time
From: 
To: hwpoa@aol.com

Gwen Litchmann

697 Loring Avenue

Los Angeles, CA 90024


I support the exclusion of bus-only lanes on the stretch of Wilshire between Glendon and Comstock. Dedicated bus lanes between Glendon and Comstock offer no transit advantage to bus riders or communities along this corridor.

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the Wilshire Blvd jut-outs and which create peak period bus-only lanes in Westwood between Glendon and Comstock.

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- An **adverse impact on property values** will occur.

Wednesday, July 21, 2010 AOL: Hwpoa

Subj: **petition**
Date: 7/20/2010 5:05:07 P.M. Pacific Daylight Time
From: 
To: hwpoa@aol.com

Wilshire Bus Rapid Transit (BRT) DEIR PETITION

Name: Lori Low

Address: 526 Woodruff Ave
Angeles, 90024

City, Zip: Los

I support the exclusion of bus-only lanes on the stretch of Wilshire between Glendon and Comstock. Dedicated bus lanes between Glendon and Comstock offer no transit advantage to bus riders or communities along this corridor.

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the Wilshire Blvd jut-outs and which create peak period bus-only lanes in Westwood between Glendon and Comstock.

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- **Traffic delays** for automobiles will increase substantially on Wilshire

Tuesday, July 20, 2010 AOL: Hwpoa

J/S Brown

From: <Hwpoa@aol.com>
To: <jerbrown@ucla.edu>
Sent: Monday, July 19, 2010 11:46 PM
Subject: Fwd: [Holmby-Westwood Property Owners Association] Busway EIR Petition

From: [REDACTED]
To: holmbywestwood-owner@yahoogroups.com
Sent: 7/19/2010 10:36:02 P.M. Pacific Daylight Time
Subj: Re: [Holmby-Westwood Property Owners Association] Busway EIR Petition

----- Original Message -----

From: hwpoa@aol.com
To: holmbywestwood@yahoogroups.com
Sent: Monday, July 19, 2010 8:55 PM
Subject: [Holmby-Westwood Property Owners Association] Busway EIR Petition

Wilshire Bus Rapid Transit (BRT) DEIR PETITION

Fill in your name and address and email to hwpoa@aol.com or mail to HWPOA, 914 Westwood Blvd., PMB 573, Los Angeles, CA. 90024. Thank you.

Name (please print):

Roger Lustberg

Address:

City, Zip:

10608 Le Conte

Los Angeles 90024

I support the exclusion of bus-only lanes on the stretch of Wilshire between Glendon and Comstock. Dedicated bus lanes between Glendon and Comstock offer no transit advantage to bus riders or communities along this corridor.

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- **Traffic delays** for automobiles will increase substantially on Wilshire between

7/20/2010

J/S Brown

From: [REDACTED]
To: <holmbywestwood-owner@yahogroups.com>
Sent: Tuesday, July 20, 2010 7:54 AM
Subject: Re: [Holmby-Westwood Property Owners Association] Busway EIR Petition

On Jul 19, 2010, at 8:55 PM, hwpoa@aol.com wrote:

Wilshire Bus Rapid Transit (BRT) DEIR PETITION

Fill in your name and address and email to hwpoa@aol.com or mail to HWPOA, 914 Westwood Blvd., PMB 573, Los Angeles, CA. 90024. Thank you.

Name (please print): Diane Marder

Address: 1001 Westholme Ave City,
 Zip: LA, 90024

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- The **only** improvement this segment of Wilshire needs is **resurfacing** of Wilshire Blvd.

7/20/2010

Name (please print): DANIEL J. McLOON

Address: 645 Comstock Ave. City, Zip: Los Angeles, CA 90024

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- With 2 lanes eliminated during AM and PM rush hours, two of the three other bus lines (20 & 920) also operating on Wilshire will be squeezed into mixed-flow lanes, thus adding to increased congestion for autos.
- An **adverse impact on property values** will occur.
- There is currently **no** traffic delay during peak hours between Glendon and Comstock along this residential mile.
- There is **no justification** for the assumption that the number of people moved will increase because buses will go faster.
- The **removal of parking spaces** on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The **removal of mature** trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise. Increased noise and vibration impacts will occur from buses running closer to residential high rises.

JULY 20, 2010 

J/S Brown

From: <Hwpoa@aol.com>
To: <jerbrown@ucla.edu>
Sent: Monday, July 19, 2010 11:45 PM
Subject: Fwd: [Holmby-Westwood Property Owners Association] Busway EIR Petition

From: [REDACTED]
 To: holmbywestwood-owner@yahogroups.com
 Sent: 7/19/2010 10:27:57 P.M. Pacific Daylight Time
 Subj: Re: [Holmby-Westwood Property Owners Association] Busway EIR Petition

On Jul 19, 2010, at 8:55 PM, hwpoa@aol.com wrote:

Wilshire Bus Rapid Transit (BRT) DEIR PETITION

Fill in your name and address and email to hwpoa@aol.com or mail to HWPOA, 914 Westwood Blvd., PMB 573, Los Angeles, CA. 90024. Thank you.

Name (please print): Merle and Jerry Measer

Address: 544 Loring Ave.
 Angeles, 90024

City, Zip: Los

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7/23/2010

J/S Brown

From: <Hwpoa@aol.com>
To: <jerbrown@ucla.edu>
Sent: Monday, July 19, 2010 11:46 PM
Subject: Fwd: [Holmby-Westwood Property Owners Association] Busway EIR Petition

From: [REDACTED]
To: holmbywestwood-owner@yahoogroups.com
Sent: 7/19/2010 10:33:12 P.M. Pacific Daylight Time
Subj: Re: [Holmby-Westwood Property Owners Association] Busway EIR Petition

----- Original Message -----

From: hwpoa@aol.com
To: holmbywestwood@yahoogroups.com
Sent: Monday, July 19, 2010 8:55 PM
Subject: [Holmby-Westwood Property Owners Association] Busway EIR Petition

Wilshire Bus Rapid Transit (BRT) DEIR PETITION

Fill in your name and address and email to hwpoa@aol.com or mail to HWPOA, 914 Westwood Blvd., PMB 573, Los Angeles, CA. 90024. Thank you.

Name (please print):

Cheryl Petersen

Address:

City, Zip:

10609 Le Conte

Los Angeles 90024

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7/23/2010

Subj: **FW: [Holmby-Westwood Property Owners Association] Busway EIR Petition**
Date: 7/20/2010 6:03:51 P.M. Pacific Daylight Time
From: [REDACTED]
To: hwpoa@aol.com

From: holmbywestwood@yahoogroups.com [mailto:holmbywestwood@yahoogroups.com] **On Behalf Of** hwpoa@aol.com
Sent: Monday, July 19, 2010 8:55 PM
To: holmbywestwood@yahoogroups.com
Subject: [Holmby-Westwood Property Owners Association] Busway EIR Petition

Wilshire Bus Rapid Transit (BRT) DEIR PETITION

Fill in your name and address and email to hwpoa@aol.com or mail to HWPOA, 914 Westwood Blvd., PMB 573, Los Angeles, CA. 90024. Thank you.

Name (please print): Rachelle H. Prince

Address: 10500 Lindbrook Drive City, Zip: Los Angeles, CA 90024

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Tuesday, July 20, 2010 AOL: Hwpoa

Neil Quateman

From: holmywestwood@yahoogroups.com on behalf of hwpoa@aol.com
Sent: Monday, July 19, 2010 8:55 PM
To: holmywestwood@yahoogroups.com
Subject: [Holmy-Westwood Property Owners Association] Busway EIR Petition

Wilshire Bus Rapid Transit (BRT) DEIR PETITION

Fill in your name and address and email to hwpoa@aol.com or mail to HWPOA, 914 Westwood Blvd., PMB 573, Los Angeles, CA. 90024. Thank you.

Name (please print): *Neil & Lisa Quateman*
921 Thayer Avenue
Los Angeles CA 90024

Address: City, Zip:

mail 7/21/10

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Stephen P. Reid

From: holmywestwood@yahoogroups.com on behalf of hwpoa@aol.com
Sent: Monday, July 19, 2010 8:55 PM
To: holmywestwood@yahoogroups.com
Subject: [Holmby-Westwood Property Owners Association] Busway EIR Petition

Wilshire Bus Rapid Transit (BRT) DEIR PETITION

Fill in your name and address and email to hwpoa@aol.com or mail to HWPOA, 914 Westwood Blvd., PMB 573, Los Angeles, CA. 90024. Thank you.

Name (please print): STEPHEN P. REID / GINA A. REID


Address: 533 LORING AVE City, Zip: LA 90024

I support the exclusion of bus-only lanes on the stretch of Wilshire between Glendon and Comstock. Dedicated bus lanes between Glendon and Comstock offer no transit advantage to bus riders or communities along this corridor.

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- With 2 lanes eliminated during AM and PM rush hours, two of the three other bus lines

Subj: **Fw: [Holmby-Westwood Property Owners Association] Busway EIR Petition**
Date: 7/20/2010 11:00:51 A.M. Pacific Daylight Time
From: 
To: hwpoa@aol.com

Please submit this petition on behalf of the following residents: Gary and Su Reuben and Chris and Melissa Rooke at 748 South Beverly Glen Blvd., Los Angeles, CA 90024.

Thank you.

Susan Reuben

--- On **Mon, 7/19/10**, hwpoa@aol.com <hwpoa@aol.com> wrote:

From: hwpoa@aol.com <hwpoa@aol.com>
Subject: [Holmby-Westwood Property Owners Association] Busway EIR Petition
To: holmbywestwood@yahogroups.com
Date: Monday, July 19, 2010, 8:55 PM

Wilshire Bus Rapid Transit (BRT) DEIR PETITION

Fill in your name and address and email to hwpoa@aol.com or mail to HWPOA, 914 Westwood Blvd. , PMB 573, Los Angeles , CA. 90024. Thank you.

Name (please print):

Address:

City, Zip:

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From: hwpoa@aol.com

To: holmbywestwood@yahoogroups.com

Subject: [Holmby-Westwood Property Owners Association] Busway EIR Petition

Date: Mon, Jul 19, 2010 9:57 pm

Wilshire Bus Rapid Transit (BRT) DEIR PETITION

Fill in your name and address and email to hwpoa@aol.com or mail to HWPOA, 914 Westwood Blvd., PMB 573, Los Angeles, CA. 90024. Thank you.

Name (please print): *Sandra Rosenbaum*

Address: *465 LORing Ave* City, Zip: *LA 90024*

I support the exclusion of bus-only lanes on the stretch of Wilshire between Glendon and Comstock. Dedicated bus lanes between Glendon and Comstock offer no transit advantage to bus riders or communities along this corridor.

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the Wilshire Blvd jut-outs and which create peak period bus-only lanes in Westwood between Glendon and Comstock.

I support a NO PROJECT alternative between Comstock Ave. and Westwood Blvd. for the following reasons:

- To avoid new traffic impacts on Wilshire, Wilshire drivers will increase **cut-thru traffic** in the single family neighborhoods north and south of Wilshire.
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- **Traffic delays** for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes. Traffic will idle and gridlock will occur in areas where currently these problems do not exist.
- The **only** improvement this segment of Wilshire needs is **resurfacing** of Wilshire Blvd.
- With 2 lanes eliminated during AM and PM rush hours, two of the three other bus lines (20 &

Subj: Re: [Holmby-Westwood Property Owners Association] Busway EIR Petition
Date: 7/20/2010 12:20:19 A.M. Pacific Daylight Time
From: [REDACTED]
To: hwpoa@aol.com
CC: [REDACTED]

FROM:

Name : Karen Rosin

Address: 938 Malcolm Avenue

City, Zip: Los Angeles, CA 90024

I support the exclusion of bus-only lanes on the stretch of Wilshire between Glendon and Comstock. Dedicated bus lanes between Glendon and Comstock offer no transit advantage to bus riders or communities along this corridor.


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- **Traffic delays** for automobiles will increase substantially on Wilshire

Tuesday, July 20, 2010 AOL: Hwpoa

Subj: **FW: [Holmby-Westwood Property Owners Association] Busway EIR Petition**
Date: 7/20/2010 7:53:42 A.M. Pacific Daylight Time
From: 
To: hwpoa@aol.com

From: holmbywestwood@yahogroups.com
[mailto:holmbywestwood@yahogroups.com] **On Behalf Of** hwpoa@aol.com
Sent: Monday, July 19, 2010 8:55 PM
To: holmbywestwood@yahogroups.com
Subject: [Holmby-Westwood Property Owners Association] Busway EIR Petition

Wilshire Bus Rapid Transit (BRT) DEIR PETITION

Fill in your name and address and email to hwpoa@aol.com or mail to HWPOA, 914 Westwood Blvd., PMB 573, Los Angeles, CA. 90024. Thank you.

Name (please print):

Jerry Rosin

Address:

City, Zip:

822 Warner Ave, Los Angeles, Ca 90024


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Tuesday, July 20, 2010 AOL: Hwpoa

Subj: RE: [Holmby-Westwood Property Owners Association] Busway EIR Petition
 Date: 7/19/2010 11:56:49 P.M. Pacific Daylight Time
 From: 
 To: hwpoa@aol.com

Name (please print): Nora Rozengurt, Enrique Rozengurt, Marcelo Rozengurt

Address: 10530 Strathmore Dr
 Angeles, 90024

City, Zip: Los

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- An **adverse impact on property values** will occur.
- There is currently **no** traffic delay during peak hours between Glendon and Comstock along this residential mile.
- There is **no justification** for the assumption that the number of people moved will increase because buses will go faster.
- The **removal of parking spaces** on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a “social issue” in no way diminishes the severity of the adverse impact.
- The **removal of mature** trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise. Increased noise and vibration

Tuesday, July 20, 2010 AOL: Hwpoa

Subj: RE: [Holmby-Westwood Property Owners Association] Busway EIR Petition
 Date: 7/20/2010 8:49:59 P.M. Pacific Daylight Time
 From: 
 To: hwpoa@aol.com

Name (please print): Melinda Sachs

Address: 739 Thayer Ave
90024

City, Zip: Los Angeles, CA


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- The **removal of parking spaces** on Wilshire (almost 100) and loss of

Wednesday, July 21, 2010 AOL: Hwpoa

Subj: bus
 Date: 7/20/2010 8:45:29 A.M. Pacific Daylight Time
 From: 
 To: Hwpoa@aol.com

Name (please print): Caron Schwartz

Address: 738 Holmby Ave
 Ca 90024

City, Zip: Los Angeles

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Tuesday, July 20, 2010 AOL: Hwpoa

Subj: **bus lane**
Date: 7/21/2010 10:56:35 A.M. Pacific Daylight Time
From: ~~XXXXXXXXXXXXXXXXXXXXXXXXXXXX~~
To: hwpoa@aol.com

Name (please print): annette shulman

Address: 10426 lindbrook drive City,
Zip:90024

I support the exclusion of bus-only lanes on the stretch of Wilshire between Glendon and Comstock. Dedicated bus lanes between Glendon and Comstock offer no transit advantage to bus riders or communities along this corridor.

Subj: **FW: [Holmby-Westwood Property Owners Association] Busway EIR Petition**
Date: 7/20/2010 4:02:28 P.M. Pacific Daylight Time
From: 
To: hwpoa@aol.com

From: holmbywestwood@yahoogroups.com [mailto:holmbywestwood@yahoogroups.com] **On Behalf Of** hwpoa@aol.com
Sent: Monday, July 19, 2010 8:55 PM
To: holmbywestwood@yahoogroups.com
Subject: [Holmby-Westwood Property Owners Association] Busway EIR Petition

Wilshire Bus Rapid Transit (BRT) DEIR PETITION

Fill in your name and address and email to hwpoa@aol.com or mail to HWPOA, 914 Westwood Blvd., PMB 573, Los Angeles, CA. 90024. Thank you.

Name (please print): Carolyn Taff

Address: 701 Warner Ave., Los Angeles, CA 90024


I support the exclusion of bus-only lanes on the stretch of Wilshire between Glendon and Comstock. Dedicated bus lanes between Glendon and Comstock offer no transit advantage to bus riders or communities along this corridor.

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- There is currently **no** traffic delay during peak hours between Glendon and Comstock along this residential mile.
- There is **no justification** for the assumption that the number of people moved will increase

Tuesday, July 20, 2010 AOL: Hwpoa

Subj: Fw: [Holmby-Westwood Property Owners Association] Busway EIR Petition
Date: 7/20/2010 8:43:56 A.M. Pacific Daylight Time
From: 
To: hwpoa@aol.com

----- Forwarded Message -----

From: "hwpoa@aol.com" <hwpoa@aol.com>
To: holmbywestwood@yahoogroups.com
Sent: Mon, July 19, 2010 8:55:29 PM
Subject: [Holmby-Westwood Property Owners Association] Busway EIR Petition

Wilshire Bus Rapid Transit (BRT) DEIR PETITION

Fill in your name and address and email to hwpoa@aol.com or mail to HWPOA, 914 Westwood Blvd. , PMB 573, Los Angeles , CA. 90024. Thank you.

Name (please print): Ellen Turner

Address: 10589 Wyton Dr.

City, Zip: L.A. 90024

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Tuesday, July 20, 2010 AOL: Hwpoa

J/S Brown

From: [REDACTED]
 To: <holmbywestwood-owner@yahoo.com>
 Sent: Monday, July 19, 2010 10:00 PM
 Subject: Fwd: [Holmby-Westwood Property Owners Association] Busway EIR Petition

Wilshire Bus Rapid Transit (BRT) DEIR PETITION

Fill in your name and address and email to hwpoa@aol.com or mail to HWPOA, 914 Westwood Blvd., PMB 573, Los Angeles, CA. 90024.
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Name (please print): Patricia Weiner

Address: 411 Lomond Avenue L.A. CA
 90024 City, Zip:

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- There is currently **no** traffic delay during peak hours between Glendon and Comstock along this residential mile.

7/23/2010

J/S Brown

From: [REDACTED]
 To: <holmbywestwood-owner@yahogroups.com>
 Sent: Monday, July 19, 2010 10:01 PM
 Subject: Re: [Holmby-Westwood Property Owners Association] Busway EIR Petition

Wilshire Bus Rapid Transit (BRT) DEIR PETITION

Fill in your name and address and email to hwpoa@aol.com or mail to HWPOA, 914 Westwood Blvd., PMB 573, Los Angeles, CA. 90024. Thank you.

Name (please print): Ron Weiner

Address: 411 Lomond Avenue L.A.
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7/20/2010

Name (please print): Louis W. Weisberg, M.D.

Address: 10564 Lindbrook Dr. City, Zip: Los Angeles, CA 90024

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Name (please print): Olivia Weisberg

Address: 10564 Lindbrook Dr. City, Zip: Los Angeles, CA 90024

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Rick Wilson

From: <hwpoa@aol.com>
To: <holmywestwood@yahoogroups.com>
Sent: Monday, July 19, 2010 8:55 PM
Subject: [Holmy-Westwood Property Owners Association] Busway EIR Petition

Wilshire Bus Rapid Transit (BRT) DEIR PETITION

Fill in your name and address and email to hwpoa@aol.com or mail to HWPOA, 914 Westwood Blvd., PMB 573, Los Angeles, CA. 90024. Thank you.

Name (please print):

PATTY E Richard Wilson

Address: 641 Thayer Ave. City, Zip: LA, CA 90024

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Subj: Re: [Holmby-Westwood Property Owners Association] Busway EIR Petition
Date: 7/21/2010 9:33:04 P.M. Pacific Daylight Time
From: ~~XXXXXXXXXX~~
To: holmbywestwood-owner@yahoogroups.com

On Mon, 19 Jul 2010 23:55:29 -0400 (EDT) hwpoa@aol.com writes:

Wilshire Bus Rapid Transit (BRT) DEIR PETITION

Fill in your name and address and email to hwpoa@aol.com or mail to HWPOA, 914 Westwood Blvd., PMB 573, Los Angeles, CA. 90024. Thank you.

Name (please print):

Alfred Wong

Address: City, Zip:

1017 Westholme Avenue Los Angeles, 90024

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Thursday, July 22, 2010 AOL: Hwpoa

Subj: Re: [Holmby-Westwood Property Owners Association] Busway EIR Petition
Date: 7/21/2010 9:29:17 P.M. Pacific Daylight Time
From: [REDACTED]
To: holmbywestwood-owner@yahoo.com

On Mon, 19 Jul 2010 23:55:29 -0400 (EDT) hwpoa@aol.com writes:

Wilshire Bus Rapid Transit (BRT) DEIR PETITION

Fill in your name and address and email to hwpoa@aol.com or mail to HWPOA, 914 Westwood Blvd., PMB 573, Los Angeles, CA. 90024. Thank you.

Name (please print):

Lydia Wong

Address: City, Zip:

1017 Westholme Avenue, Los Angeles, CA 90024

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Thursday, July 22, 2010 AOL: Hwpoa

Subj: **Wilshire Bus Rapid Transit (BRT) DEIR PETITION**
 Date: 7/20/2010 9:11:25 A.M. Pacific Daylight Time
 From: 
 To: hwpoa@aol.com

Mark Wurtzel
 920 Westholme Avenue
 Los Angeles, CA 90024

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I do NOT support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the Wilshire Blvd jut-outs and which create peak period bus-only lanes in Westwood between Glendon and Comstock.

I support a NO PROJECT alternative between Comstock Ave. and Westwood Blvd. for the following reasons:

- To avoid new traffic impacts on Wilshire, Wilshire drivers will increase **cut-thru traffic** in the single family neighborhoods north and south of Wilshire.
- The Red buses already run non stop between Glendon and Beverly Glen without the need for dedicated bus lanes.
- **Seven significantly impacted intersections** between Glendon and Comstock cannot be mitigated and likely, will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact.
- **Traffic delays** for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes. Traffic will idle and gridlock will occur in areas where currently these problems do not exist.
- The **only** improvement this segment of Wilshire needs is **resurfacing** of Wilshire Blvd.
- With 2 lanes eliminated during AM and PM rush hours, two of the three other bus lines (20 & 920) also operating on Wilshire will be squeezed into mixed-flow lanes, thus adding to increased congestion for autos.
- An **adverse impact on property values** will occur.
- There is currently **no** traffic delay during peak hours between Glendon and Comstock along this residential mile.
- There is **no justification** for the assumption that the number of people moved will increase because buses will go faster.
- The **removal of parking spaces** on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and

Tuesday, July 20, 2010 AOL: Hwpoa

Wilshire Bus Rapid Transit (BRT) DEIR PETITION

Fill in your name and address and email to hwpoa@aol.com or mail to HWPOA, 914 Westwood Blvd., PMB 573, Los Angeles, CA. 90024. Thank you.

Name (please print): *marilouise Zager*

Address: *543 Warner Ave* City, Zip: *Los Angeles 90024*

I support the exclusion of bus-only lanes on the stretch of Wilshire between Glendon and Comstock. Dedicated bus lanes between Glendon and Comstock offer no transit advantage to bus riders or communities along this corridor.

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the Wilshire Blvd jut-outs and which create peak period bus-only lanes in Westwood between Glendon and Comstock.

I support a NO PROJECT alternative between Comstock Ave. and Westwood Blvd. for the following reasons:

- To avoid new traffic impacts on Wilshire, Wilshire drivers will increase **cut-thru traffic** in the single family neighborhoods north and south of Wilshire.
- The Red buses already run non stop between Glendon and Beverly Glen without the need for dedicated bus lanes.
- **Seven significantly impacted intersections** between Glendon and Comstock cannot be mitigated and likely, will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact.
- **Traffic delays** for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes. Traffic will idle and gridlock will occur in areas where currently these problems do not exist.
- The **only** improvement this segment of Wilshire needs is **resurfacing** of Wilshire Blvd.
- With 2 lanes eliminated during AM and PM rush hours, two of the three other bus lines (20 & 920) also operating on Wilshire will be squeezed into mixed-flow lanes, thus adding to increased congestion for autos.
- An **adverse impact on property values** will occur.
- There is currently **no** traffic delay during peak hours between Glendon and Comstock along this residential mile.
- There is **no justification** for the assumption that the number of people moved will increase because buses will go faster.
- The **removal of parking spaces** on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The **removal of mature** trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise. Increased noise and vibration impacts will occur from buses running closer to residential high rises.

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: Dr. Joseph A. Kechichian

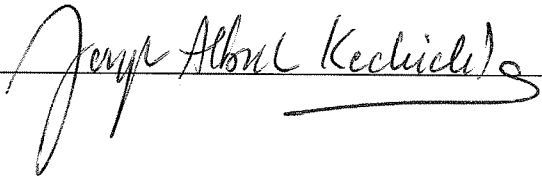
Address: 10590 Wilshire Boulevard, #1704

City, Zip: Los Angeles, California 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutsouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutsouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed

A handwritten signature in cursive script, reading "Joseph A. Kechichian", written over a horizontal line.

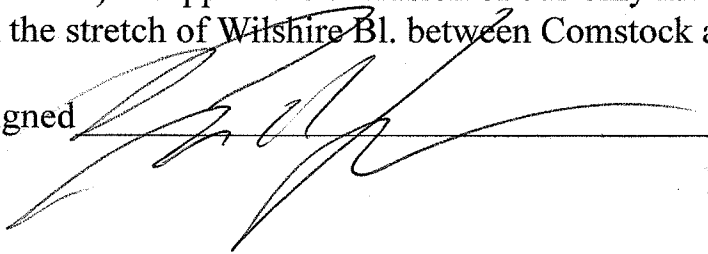
To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: REYMAN KOHARZADEH
Address: 10433 WILSHIRE BLVD #304
City, Zip: L.A. 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed

A handwritten signature in black ink, appearing to read 'Reyman Koharzadeh', is written over a horizontal line. The signature is stylized and cursive.

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: Henny Daly
Address: 10433 Wilshire Blvd # 808
City, Zip: Los Angeles Ca. 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutsouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutsouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed Henny J. Daly

TO: MTA
RE: Wilshire Bus Rapid Transit (BRT) DEIR
C/O: MarthaButler, Project Manager-Wilshire BRT
MTA
One Gateway Plaza
Los Angeles, CA 90012-2952

Dear Sirs:

I do NOT support the Wilshire Bus Rapid Transit Project or any Alternative Projects which include the removal of the curbside jutouts and which create "bus only" lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

The Proposed Project and Alternatives all include stretches of Wilshire Bl. which already do not include "bus only" lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of "bus only" lanes and retention of curbside jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves in the Westwood Wilshire Corridor.

Signed: Valerie T. Glassman

Date: 7/21/10

Printed Name: VALERIE T. GLASSMAN
Address: 10540, WILSHIRE BLVD., #1801.
City, Zip: LOS ANGELES, CALIF. ~~90024~~ 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: DAVID HOLENBER
Address: 10535 WILSHIRE BLVD. #1802
City, Zip: L.A., CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the juxtouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of juxtouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed

A handwritten signature in black ink, appearing to read "David Holenber", is written over a horizontal line. The signature is stylized and cursive.

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: *ELYIRA SCHWARTZ PRESIDENT*
Address: *WILSHIRE MARQUIS 10535 Wilshire Blvd*
City, Zip: *LOS ANGELES, CA 90024*

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutsouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutsouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed *Elvira Schwartz* Board President

My signature represents all our units 208 in total. We are all against this project.

Thank you!

We, property owners/renters on Wilshire Boulevard, Los Angeles, Ca 90024

are AGAINST the BUS-ONLY LANE proposal.

#	Name	Association	Fax	E-mail	Position	Signature
1	BOBBY LEICH	CROWN TOWERS		rlm@pulseofmail.com	Treasurer	[Signature]
2	CHUCK FISHER	CROWN TOWERS-MCE		chuckfisher@earthlink.net		
3	Elvira Schwartz	Wilshire Mansions		elviraschwartz@earthlink.net	President	[Signature]
4	Allora DeLeo	The Remington		adeleo@cox.net	President	[Signature]
5	DAVID HOLBERT	WILSHIRE MANOR		DAVID@DAVIDHOLBERT.COM	OWNER	[Signature]
6	Henry Dagle	BLAIR HOUSE		HDB@BLAIRHOUSE.COM		[Signature]
7	Sandy Brown	HWPOA		sandy10778@yahoo.com		[Signature]
8	Kathy Brunton	Terrace Subty		the_west_coast_hotmail.com		[Signature]
9	James Mettlen	10560 Wilshire		luckywithmy@hotmail.com	PRES	[Signature]
10	MICHAEL LITWIN	MIRACABELLA		GARY WARKAN'S CALIFORNIA PRESIDENT		[Signature]
11	JERRY WARKAN'S	WILSHIRE REGENT		Jerry Aronson@aol.com	Board Member	[Signature]
12	Jesse Shapiro	Wilshire Holmby		JOEGCC@aol.com	VP	[Signature]
13	J. KECHICHIAN	WEST HOLME	310-446-0239	DAVIDEAPRINTING@aol.com	PRESIDENT	[Signature]
14	DAVID ARKALL	PARK WILSHIRE		thead@thead@earthlink.net		[Signature]
15	JERUDA LYMON	"	310-225-4720	lata@wilshire@aol.com	GM	[Signature]
16	Tracey Wolin	The Diplomat	310-281-2501	mlieber@earthlink.net	VP	[Signature]
17	Kathryn Roberts	La Tour				[Signature]
18	Dr. H. A. Bar	The Churchhill	621-552-7808			[Signature]
19	Ellen Bar	Carriage				[Signature]
20	William Martinez	Langford				[Signature]

We, property owners/renters on Wilshire Boulevard, Los Angeles, Ca 90024
 are AGAINST the BUS-ONLY LANE proposal.

	Name	Association	Position	Signature
1	ROBERT LEICA	CROWN TOWERS	TREASURER	[Signature]
2	CHUCK FISHER	CROWN TOWERS	GENERAL MGR.	[Signature]
3	Felix Bar	The Carlyle		[Signature]
4	DAVID HOLINGER	WILSHIRE HOUSE	Treasurer	[Signature]
5	Nancy Mohr	Remington Plaza	G.M.	[Signature]
6	Mike Mooney	" "	Board Member	[Signature]
7	Mina Karoon	Westholme	V.P.	[Signature]
8	Leonard F. Webb	Marie Antoinette	Pres	[Signature]
9	ROBERT WIVINT	Wilshire House	Pres	[Signature]
10	Edwin School	Wilshire Georges	President	[Signature]
11	Ruby Spuckman	Ten Five Fifty	Secretary	[Signature]
12	JUDY RICHMAN	10566	V.P.	[Signature]
13	JULIAN MAYER	BRIC WILSHIRE	G.M.	[Signature]
14	RONNA CURRIE	THE WILSHIRE	G.M.	[Signature]
15	TOM MEEHAN	" "	PRES	[Signature]
16	ROBERT CHAPMAN	CHURCHILL	PRES	[Signature]
17	Peter Fy	Wilshire Regent	G.M.	[Signature]
18	Bob Hoshkova	" "	V.P.	[Signature]
19	Kathy Roberts	LITOUR	G.M.	[Signature]
20	JERRY BROWN	DIPLOMAT	PRES.	[Signature]

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3.4 Form Petitions in Support of the Proposed Project

The following petitions to support the proposed project have been submitted. The project support has been noted and will be forwarded to the decision makers for consideration.

Most of the comments in support of the project urge adoption of Alternative A with the inclusion of the segment between Valencia Street and Park View Street. Please refer to Master Response No. 7 regarding the request to include the segment between Valencia Street and Park View Street in Alternative A.

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2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

This sounds like a great way to help improve traffic delays & make metro even better.

Sincerely,

Name: Jordan Junt

Signature

Address:

Business or organization:

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

It will help all the people riding the Bus.

Sincerely,

Name: Bobby Baham

Signature

Address:

3577 Century Blvd

Business or organization:

Painter

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I think this is a good idea

Sincerely,

Name:

Jimmy Clayton

Address:

344 E. 137th

Signature

[Handwritten Signature]

Business or organization:

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

Sooner the better

Sincerely,

Name:

ARTHUR MARUFFO

Address:

74 Praesidio

Signature

[Handwritten Signature]

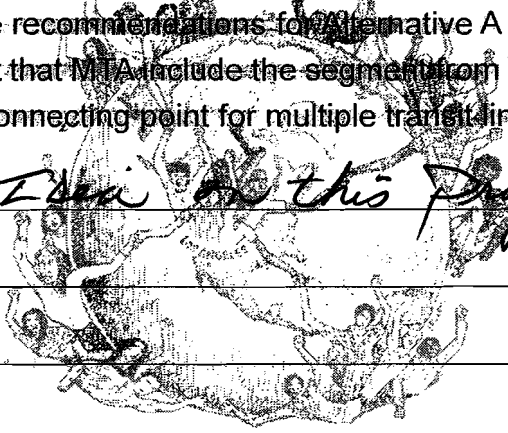
Business or organization:

Veteran

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I like your Idea on this Project



Sincerely,

Wardell Stewart

Signature

Name: *Wardell Stewart*

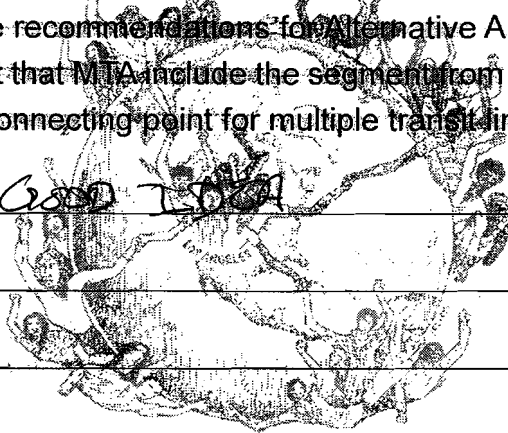
Address: *517 San Julian St*

Business or organization: *Loss prevention officer*

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I THINK THIS A GOOD IDEA



Sincerely,

[Handwritten signature]

Signature

Name: *[Handwritten name]*

Address: *[Handwritten address]*

Business or organization: *[Handwritten organization]*

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I think its a good idea

Sincerely,

Name: Diana Posada

Diana Posada
Signature

Address: 90004

Business or organization:

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

The more bus lanes the better. I'd even be nice to see through Beverly Hills.

Sincerely,

Name: Kathryn Mastam

Kathryn Mastam
Signature

Address: 3355 Wilshire #214 90010

Business or organization:

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

Good idea

Sincerely,

Signature

Name:

Address:

Business or organization:

Nadia Mejia

8777 Boclairman

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I supported the bus riders union

Sincerely,

Signature

Name:

Address:

Business or organization:

BERNARDO BLANCO

2717 W ROSEWALD APT #5
GARDENA CA 90249

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

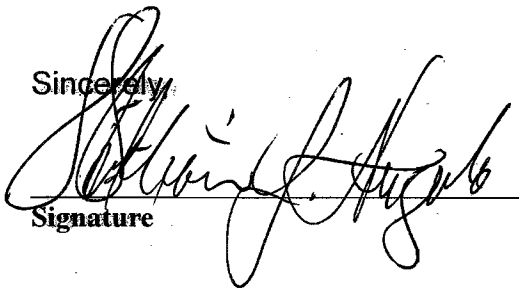
As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I support all you project present & future

333-351-5203

Sincerely,

Signature



Name:

Address:

Business or organization:

LA 90031
William J. Mungua
2214 Pasadena Ave #5
INVESTIGATIONS
SECURITY

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I support this idea. this will make my trips faster, mid wilshire is always busy. The one lane bus, will help alot.

Sincerely,

Signature



Name:

Address:

Business or organization:

Linda Fernandez

1056 S. Normandie Ave

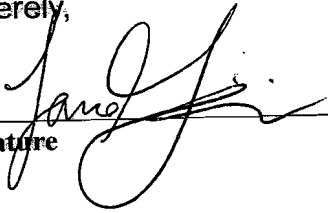
2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I support this idea to the fullest. I think it would be better for everyone who takes the bus.

Sincerely,

Signature



Name: Lanae Griffin

Address: 4135 Somerset Ave. 90008

Business or organization:

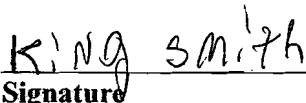
2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

It would help people

Sincerely,

Signature



Name: King Smith

Address: 509, Longbow, St

Business or organization:

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I Support This

Sincerely,


Signature

Name: Debra Jackson

Address: 4808 August St #3 LA CA 90068

Business or organization: _____

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I would like the buses to be on time more time

Sincerely,


Signature

Name: Chris Gray

Address: 603 Wilshire Blvd 4827 90017

Business or organization: _____

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

We should have a bus only lane not only on Wilshire but all over because there is too much traffic

Sincerely,

Name: Carlee Coleman

Carlee Coleman
Signature

Address: 5328 5th Avenue LA CA 90043

Business or organization: _____

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

- Having a bus lane only would help not only for the convenience of the riders but it would cut down on time ~~and~~ in traffic and it would help the risk of buses getting in wrecks with other cars.

Sincerely,

Name: Abby Williams

Abby Williams
Signature

Address: 636 S. Cochran Ave Apt. 208

Business or organization: _____

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

If find that the buses do not keep to a timely schedule, and I understand that fare hike might be something that needs to happen but not at the lower same time that rides it

Sinceramente,

Nombre: Talor M. Ornela

Dirección: 9939 A Durant Dr BHK EA

[Handwritten Signature]

Firma

Negocio o organización: ~~MTA~~ MTA

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

Yes, I ride the 720 everyday and adding the "Bus Only lane" would seriously impact me in a good way. By helping me save extra time in the mornings and afternoons.

Sincerely,

Name: Davey Thornberry

Davey Thornberry

Signature

Address: 624 Orme Ave. L.A. CA. 90023

Business or organization: _____

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

The bus service is very poor.
Please change this.
People are too poor for the fare that we are forced to pay.

Sincerely,

Name:

Josephine Kesava Campbell

Address:

501 E. 7th St. #304
LA 90014

Signature

Josephine Kesava Campbell

Business or organization:

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

Would love this idea cause it would help out in so many ways. Global Warming is the main thing. Another is getting on time to where we need to go. Thanks.

Sincerely,

Name:

Pablo Zazueta

Address:

3224 Granada St. LA, Ca
90065

Signature

Pablo Zazueta

Business or organization:

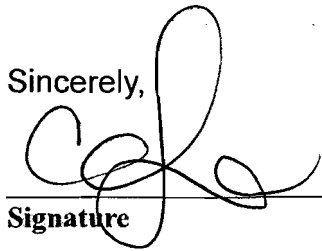
4 Seasons

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

Bus lane will be safer for accidents and help with a smoother faster commute

Sincerely,



Signature

Name:

Christina Odom

Address:

3200 Wilshire Blvd 111-146
LA, CA 90010

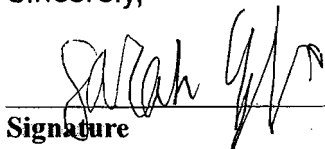
Business or organization:

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

The 720/20 1920 on Wilshire would flow with a bus-only lane. I take the bus 1/2 the time & drive the other half & having a lane only for buses would be great for everyone: it is frustrating driving behind buses & also dealing with traffic on the bus.

Sincerely,



Signature

Name:

Sarah Ellis

Address:

269 S. Van Ness Ave Los Angeles,
CA 90004

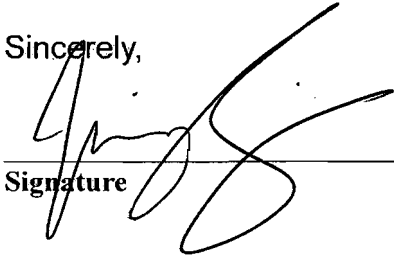
Business or organization:

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I support the idea of a bus only lane because of the long term benefits to both the environment and commuters alike.

Sincerely,



Signature

Name: Irving Garcia

Address: 3005 Ganahl St. Los Angeles CA 90003

Business or organization: N/A

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

yo estoy de acuerdo en el proyecto ahora más tiempo.

Translation:

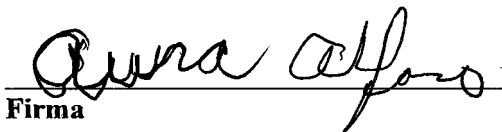
As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: I am in agreement with the project, it will save more time.

Sinceramente,

Nombre: Aura Alfonso

Dirección: 4509 Mark Wood Av. G.C.A.S.A. 90004

Firma



Negocio o organización:

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

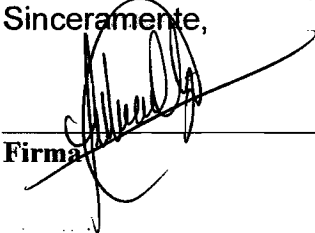
Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugiero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Estoy de acuerdo con todo esto

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: I am in agreement with everything.

Sinceramente,



Firma

Nombre:

Julianna Alonzo

Dirección:

681 Shatto Pl

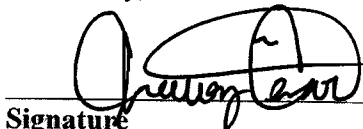
Negocio o organización:

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I really liked this project, but it's important to include the segment from Valencia to Park View. I live around this area and it would be beneficial for me and other bus riders to include this segment.

Sincerely,



Signature

Name:

Cesar Chavez

Address:

820 S Park View St. #110 L.A., CA
90057

Business or organization:

Bus Riders Union

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Si Estoy de acuerdo sería una buena idea

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: Yes, I am in agreement, it will be a good idea.

Sinceramente,

Nombre: Jose Alberto

Dirección: 21010 Griffith Ave

Negocio o organización: Costura

Jose Alberto

Firma

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

I support!

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: I support!

Sinceramente,

Nombre: Mirna Monzon

Dirección: 3992 W. 8th St. #6 LA CA 90005

Negocio o organización:

Mirna Monzon

Firma

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

INDIANDO
LA CALLE ALVARADO
PARA CARRILES

Sinceramente,

Nombre

DAVIDA MORALES

Dirección:

1130 LAKE ST 90708

Signature

Negocio o organización:

LA JARD SARDINERO

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: (comment illegible) Alvarado Street for bus lanes.

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Queremos que pogan el proyecto.

DAVIDA MORALES

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: We would like the project to be paid for.

Sinceramente,

Nombre

MARVIN SALAS

Dirección:

625 S. Burlington Ave

Signature

Negocio o organización:

MARVIN SALAS

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugiero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Pido que incorporen la Ave. Alvarado para beneficios de todos

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: I ask that Alvarado be included for the benefit of all.

Sinceramente,

Nombre Gomez Maria T.

Dirección: Zoe y Saturn 90255

Signature

Negocio o organización: Soy Pasajera

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I ADVOCATE THE IMPLEMENTING OF A BUS ONLY LAKE ROUTES, THIS IS A TRAFFIC FRIENDLY ENVIRONMENTALLY CONSCIOUS MUST!

Sincerely,

Signature

Name: KEVIN HAYES

Address: 545 SAN PEDRO

Email: _____

Business or organization: _____

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

This is a great idea to better facilitate the population that does rely on punctuality of public transportation

Sincerely,

Willie Rogers
Signature

Name: *Willie Rogers, Jr.*

Address: _____

Email: *rogersjr118@yahoo.com*

Business or organization: _____

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I really think is a great idea and I strongly support this project cause there would be a lot of people benifiting from it.

Sincerely,

[Signature]
Signature

Name: *Carlos Mendez*

Address: *554 S Chicagost L.A CA.*

Email: *dragon0696@yahoo.com*

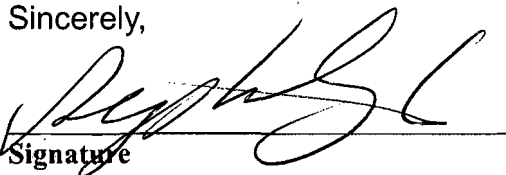
Business or organization: _____

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I support this project, for our environment.

Sincerely,


Signature

Name: Stephane Gyund

Address:

Email: stefuortiz@aol.com

Business or organization:

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I take the bus almost everyday and I feel this would help alot with ~~gette~~ getting were I need to go faster.

Sincerely,


Signature

Name: Jeremy Espinoza

Address: 9515 Farragut Dr.

Email:

Business or organization:

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I THINK THERE SHOULD BE A STOP IN VA HOSE

Sincerely,

Name: ALMA LLAMAS

Address:

Email:

Business or organization:



Signature

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

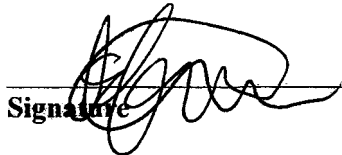
Please do this. It would be a happier bus rider if my time would go by faster. Public Trans is beter less cars on roads

Sincerely,

Name: Efren Duque

Address: 711 Euclid Ave. Los Angeles CA 90023

Business or organization:



Signature

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugiero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

YO ME SESITO. ESTA PARADA

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: I need this bus stop.

Sinceramente,

Nombre: RICARDO CABRERA VARGAS

RICARDO C. V

Dirección: 615 TH ST. 27 AV. 90011

Firma

Negocio o organización: PASAJERO

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

Si yo apoyo

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: I support.

Sincerely,

Name: Edica Hernandez

Edica Hernandez

Signature

Address: 3057 Leeward ave #3 L.A. CA 90005

Business or organization:

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Este proyecto sería magnifico y excelente.

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: This project would be superb and excellent.

Sinceramente,

Nombre Mercedes Lara

Mercedes Lara

Signature

Dirección: 2046 E. Lucen St. Compton, CA 90222

Negocio o organización:

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Pido que incluyan la parada Alvarado

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: I ask that you include the Alvarado bus stop.

Sinceramente,

Nombre:

Salvador Cabral

Salvador Cabral

Firma

Dirección:

600 W 27th St 212-CA 90005

Negocio o organización:

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugiero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

because this is a problem for the people south central
poor we need, please, please, please get back more
cheep. poor area, payment, is expensive.
Lord god, the job, the rent, am Mirna Ayala
have

Sinceramente,

Mirna Ayala
Firma Myra

Nombre: Mirna Ayala
Dirección: 3305 W 68th St
Negocio o organización: (323) 751-7955

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugiero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Si estoy de acuerdo

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: I am in agreement.

Sinceramente,

Pablo Esposito
Firma

Nombre: Pablo Esposito
Dirección: 90011
Negocio o organización:

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

The Bus lane I think should go past Alvarado. I always ride the wilshir bus so I think it should be expanded as far as possible

Sincerely,

Name: Angelica Marroquin

Address: 621 st. Hillview


Signature

Business or organization: _____

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

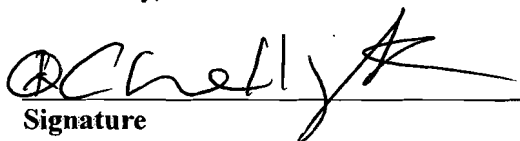
As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

As a student who is focusing on social and environmental/sustainability issues its major. I know that this program will be important! Bus only lanes will increase their speed & money, with the better quality/service

Sincerely,

Name: Anacely Barboza

Address: 4130 E. 1st Street 90065


Signature

Business or organization: Bus Riders Union

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

MORE BUS. ~~NO~~ we need the one only line
so we can get car off the street.
SO NO MORE POLLUTION on the street.

Sincerely,


Signature

Name: PETER BELTRAN

Address: 1507 1/2 E 21ST LA CA 90011

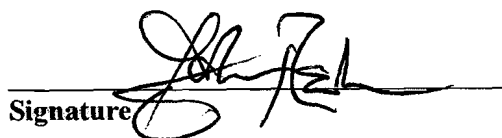
Business or organization: _____

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

IT SHOULD BE EXTENDED TO ALSO INCLUDE
A MAJOR STOP - ALVARADO BLVD. SO, THE
BUS-ONLY LANE NEEDS TO BEGIN BEFORE
ALVARADO BLVD.

Sincerely,


Signature

Name: JOHN BELL

Address: 725 S. WESTLAKE - Los Angeles, CA 90057

Business or organization: BUS RIDERS UNION

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

Please include the segment from Valencia to Parkview in Westlake-Alvarado in your final plan.

Sincerely,

Name: Ivone Mendora

Address: 8208 Fernadel Ave Pico Rivera CA

Ivone Mendora
Signature

Business or organization: BRU

90660

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

PLEASE MAKE THE BRT AS CONVENIENT & EASY TO USE AS POSSIBLE.

Sincerely,

Name: DONNA GOOLEY

Address: 12234 CHANDLER BLVD W 91607

Donna Gooley
Signature

Business or organization: _____

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

Please don't stop ^{bus} service in any area. People need to get around & travel. Service is vital.

Sincerely,

Name: Leona Gerichter

Leona Gerichter

Signature

Address: 221 S. Gable Dr, Beverly Hills

Business or organization: Passenger

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

As I spoke about at a Public Hearing, this corner is always well traveled, especially during rush hour. Not stopping at this corner will have a significant impact on traffic of bus riders. Please help the congestion by putting a stop here in your plan.

Sincerely,

Name: Bonnie Stillwater

Bonnie Stillwater

Signature

Address: 3603 1/2 W. 6th St #189, LA, CA 90020

Business or organization: BRU

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

*I Regular bus rider
this will be good because we can
use the time in something else*

Sincerely,

Effie Prego
Signature

Name: *Effie Prego*

Address: *4341 Island Way #102A
L.A. 90041*

Business or organization: _____

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

We need Alvarado street is very important

Sincerely,

David Odonez
Signature

Name: *David Odonez*

Address: *846 S. Berendo #108*

Business or organization: _____

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

FASTER PICK-UPS / BETTER SERVICE / LESS OVER-
CROWDING / LESS SARDINE PACKING

Sincerely,

Name: JOHN JR. LEE RAMSEY RHODES

John Jr. Lee Ramsey Rhodes
Signature

Address: 9029 AIRPORT BLVD. # 88453 L.A., CA 90009

Business or organization: BUS RIDERS UNION

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

This BRT project will greatly benefit me
as far as mobility, because I live near
Wilshire BLVD, but I also want the segment
from Valencia to Park View in Westlake Alvarado

Sincerely,

Name: Shepherd Pettit

Shepherd Pettit
Signature

Address: 440 S Beverly #126

Business or organization: Bus riders union

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

Easy travel, less time. Benefit the community.

Sincerely,

Signature

Name: Marco A. Gaspar

Address: 514 S. Westlake Ave 107 LA CA 90057

Business or organization: Bus Riders Union LCSC

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

This is a good idea. Some people need to arrive at work on time. Some people have cars, but they can save money on gas by taking the bus. I would have more time to spend with my family if this project goes through.

Sincerely,

Signature

Name: Teferino Zaccarias

Address: 2858 S. Lee Road 90005

Business or organization:

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

L.A. has become undrivable at times during the day, public transportation needs to be improved and expanded. Equally important is the improvement on our environment with the reduction in carbon emitted.

Sincerely,

Name: Michael Cochran

Address: usmichael898@yahoo.com

Signature



Business or organization: Citizen

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I am a student at Los Angeles City College and I travel around the city by bus from west to east alot. This area is of interest to me (Valencia to Park View in Westlake-Alvarado)

Sincerely,

Name: Clinton Cameron

Address: 6006 Dauphin Ave LA CA 90034

Signature



Business or organization: Bus Riders Union

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

Sounds great, I hope to make it a

Sincerely,

Name:

June V. Walker

Address:

5439 Russell Av

Signature

June V. Walker

Business or organization:

BRL

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I agree on that one, make the Wilshire BRT a reality!

Sincerely,

Name:

Robert M. Taylor

Address:

P.O. Box 75207, Los Angeles, CA 90075-0207

Signature

Robert M. Taylor

Business or organization:

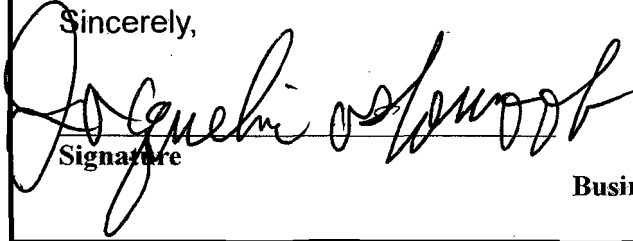
LA Code

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I DO SUPPORT THE SEPARATE LANE FOR THE BUS ONLY AND EDUCATE PEOPLE TO CATCH SUBWAY AND TRAIN AND BUSES AND I CATCH BUSES 7 DAYS A WEEK.

Sincerely,


Signature

Name: JACQUELINE ASHOUROOF
Address: 11360 TOWA AVE #103
L.A. CA 90025

Business or organization:

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

Less impact on environment, encourages people to ride MTA.

Sincerely,


Signature

Name: Lyden Arellano
Address: 2724 1/2 Boulder St, LA, CA 90033
Business or organization: Commuter

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

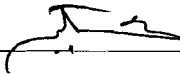
I support this, as a voter I think that this is a good idea. The fees are unfair

Sincerely,

Name: HAKEEM HAWTHORNE

Address: 1416 E Compton CA 90221

Signature



Business or organization: community coalition

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

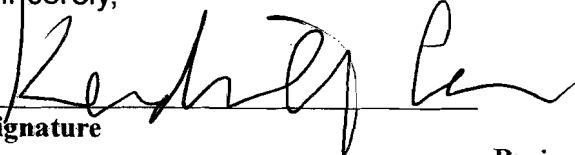
I strongly agree w) what MTA is doing

Sincerely,

Name: KENDRICK COLEMAN

Address: 1574 N. Serrano St

Signature



Business or organization: _____

LA CA 90027

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I agree with more lanes for
not being traffic jams and delays
this idea rules

Sincerely,

Name: Andre Richardson

Address:

Signature

Business or organization: Securitag

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

It's imperative that we have that I believe it's need for
people like my commuting to and from work daily

Sincerely,

Name: Rod Lewis

Address:

Signature

Business or organization:

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

This will be a great benefit for people who need this service

Sincerely,

Joseph King
Signature

Name: Joseph King

Address: 11301 Wilshire Blvd

Business or organization: U.S. Veteran

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

BTR Has to promise for clean air
- pollution AND remove cars with smog
problems (1000,000 people are TOXINATED!!)
- BECAUSE OUR AIR O-ZONE IS GONE
WHAT-NEXT, EVERY YEAR THE SUN GETS
CLOSER, CLOSER (CANCER) OTHER VINCUS
Raymond Salazar
Retired Vietnam Vet

Sincerely,

RS
Signature

Name: Retired Vietnam Vet

Address: 401 S. ARMAR AVE #207
L.A. CA 90020

Business or organization: _____

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

Make sure of timely service and saving the buses
Schedule timely pick up
Secure seating for seniors
Security on buses

Sincerely,

Name: Shelly Wellington

Address: 7631 Vineland Ave

Business or organization: Gearys

Shelly Wellington
Signature

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I am from Brazil and bus only comes exists there, they work quite well. The concept would definitely help traffic, people need faster public transportation, the lack of it forces us to get cars.

Sincerely,

Name: Cleber Sonu

Address: 1237 Arapahoe St, Los Angeles CA
#308
90006

Business or organization: _____

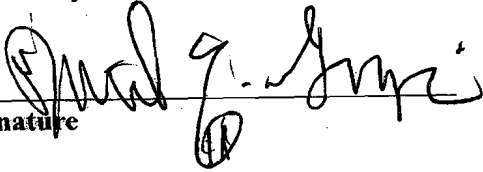
Cleber Pero Sonu
Signature

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I RIDE FROM Long Beach every day.
IT would be nice TO MAKE IT
easier and FASTER FOR MY 720 BUS
to take me to work to U.A. everyday.

Sincerely,


Signature

Name: David-David

Address: Long Beach CA.

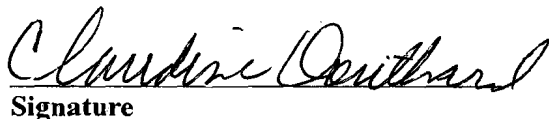
Business or organization: _____

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

Let's make a change.

Sincerely,


Signature

Name: Claudine Douthard

Address: P.O. Box 78621

L.A., CA 90016

Business or organization: _____

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I Am in FAVOR OF BUS LANE.

Sincerely,

Signature

Name:

Address:

Business or organization:

ROBERT HALL

46927 GLENDALEN PI
LANCASTER, CA 93535

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

We need it

Sincerely,

Signature

Name:

Address:

Business or organization:

GEORGE MINOR

P.O. BOX 90872
PASADENA CA 91109

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

We the people who ride this bus & other Metro
need respect for our time, clean air,
same but in the traffic.
GOD Bless America

Sincerely,

Signature

Name:

Address:

Business or organization:

Alex Tenz

3253 Marine Ave

CARPENA, CA 90249

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

Open it.

Sincerely,

Signature

Name:

Address:

Business or organization:

Luis A. Castro

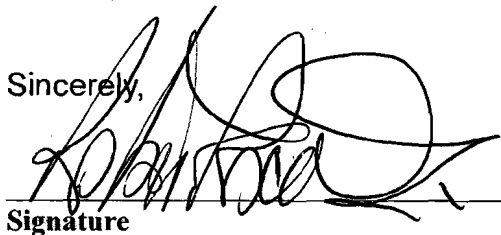
1008 S. Westmoreland.

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I FEEL THIS WOULD AFFECT MY TRAVEL IN A TREMONDEOUS WAY, TIME AND MONEY...

Sincerely,


Signature

Name:

Roberto Roca

Address:

541 MAIN ST.

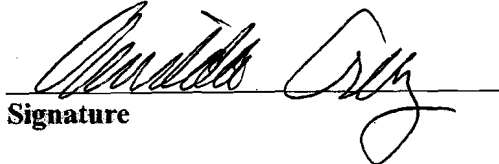
Business or organization:

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I agree with everything
bike/bus only lane.
A Wilshire bridge

Sincerely,


Signature

Name:

ANILDA CRUZ

Address:

735 S. SAN PEDRO ST
LOS ANGELES, CA 90012

Business or organization:

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I feel they should stabilize bus prices and make the commutes more faster. Build better rail system travelling down the most crowded lines such as Wilshire + Vermont

Sincerely,

Signature

Name:

Address:

Business or organization:

DeAndre Haynes

717 W. 50th St

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

for this program it is pretty convenient for everybody more time saved and people who ride the bus continuously will get their money's worth

Sincerely,

Signature

Name:

Address:

Business or organization:

Michael Sanchez

1701 New Hampshire Ave.

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I think they should reduce the number of buses and I also support bus lane and they should do this also on Pico Blvd and Olympic Blvd
Thank you

Sincerely,

Name:

Fariborz Nikoo

Address:

1456 S. Beverly Dr.

Signature

Fariborz Nikoo

Business or organization:

LA. ca. 90035

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

Because we need clean air buses and trains

Sincerely,

Name:

Stephanie Brock

Address:

2716 S. Palmgrove Ave

Signature

Stephanie Brock

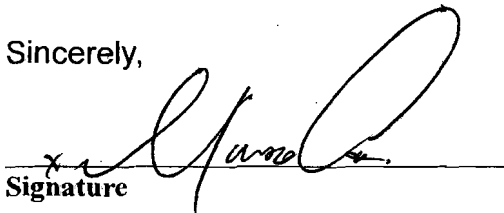
Business or organization:

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I agree to the project due to many traffic this will be more
~~fast~~ fast and a good way to travel. Specially during Rush
Hours.

Sincerely,


Signature

Name: Mauro Ortega

Address: 903 S. Dacotan St. L.A., C.A.
90023

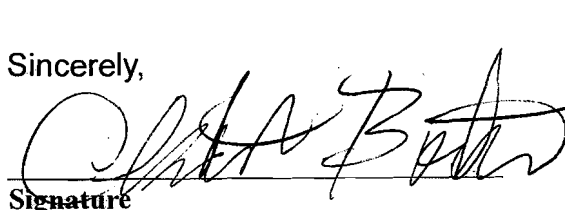
Business or organization: _____

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

A Bus only lane for me it
would enable me to get where I'm
going And faster when I get there
Be able to obtain better service

Sincerely,


Signature

Name: Clarkston Burtan

Address: Po Box 4472 90014

Business or organization: _____

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

This is such a great idea, now come i didn't of this myself. i believe "MTA" will get me to work faster, and not suffer. need a volunteer in here.

Sincerely,

Name: Juan Cabrera

Address: 871 South Wilton Place

Juan Cabrera

Signature

Business or organization:

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

As a citizen of Los Angeles believe that this project would help considerably to the working class and educated people

Sincerely,

Name: Anthony S. Moreno

Address: 14830 MORENO VALLEY BLUEBERRY RD. CA 92553

Anthony S. Moreno

Signature

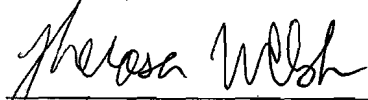
Business or organization:

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I support this idea of a ~~dedicated~~ dedicated Lane especially for buses.

Sincerely,


Signature

Name: Theresa Welsh

Address: 1548 5th St #306, LA 90401

Business or organization:

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I want to be early to work.

Sincerely,


Signature

Name: Mitchell Hernandez

Address: 5240 Almont St L.A. CA, 90032

Business or organization:

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

Yes I would love to see BUS ONLY LANES EVERYWHERE.

THANK YOU

Sincerely,

Name: Bryan Chavez

Address: 90640

Bryan Chavez
Signature

Business or organization: _____

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I would like ^{for} to this done.
It would save a lot of time.

Sincerely,

Name: Clydie Daniels

Address: 1749 WML King Blvd

Clydie Daniels
Signature

Business or organization: (323) 298-7405

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

It'll be a way better bus ride all the time. I use the Wilshire bus 7 days a week so it'd be a good improvement

Sincerely,

Name: Edwin Eslava

Address: 9005

Edwin Eslava
Signature

Business or organization:

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I think it's a good idea to make a bus only lane

Sincerely,

Name: Janet Reilly

Address: 16165 W Sunset Blvd

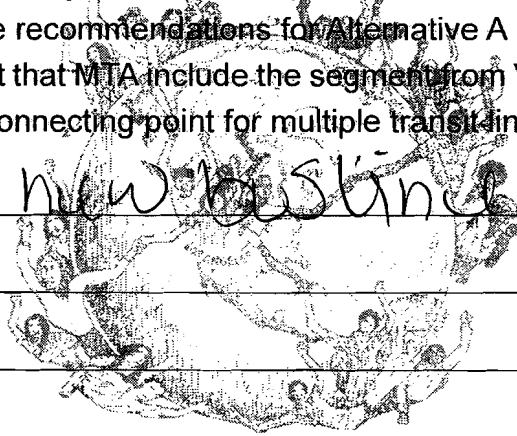
Janet Reilly
Signature

Business or organization: self employed

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I support the new bus line, very good idea



Sincerely,

[Handwritten Signature]

Signature

Name: *Veronda Carroll*

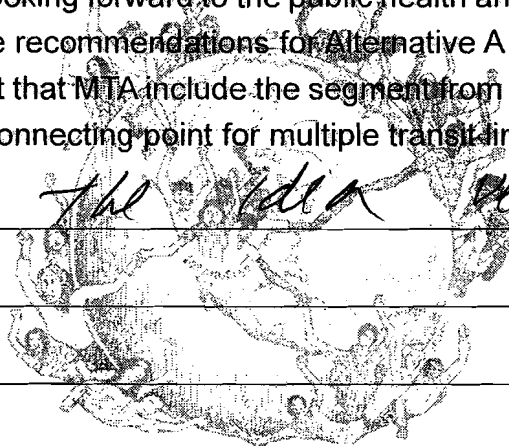
Address: *1936 Cypress Ave*

Business or organization:

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I support the idea very much!



Sincerely,

[Handwritten Signature]

Signature

Name: *Elena Nikolova*

Address: *1806 N. Berwind St
CA 90027*

Business or organization:

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

Good idea.

Sincerely,

Paula Leduc
Signature

Name: *Paula Leduc*

Address: *5075 Maple St 401*

Business or organization: *LA CA 13*

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I support it.
It would improve my lifestyle.

Sincerely,

Lynn Martel
Signature

Name: *Lynn Martel*

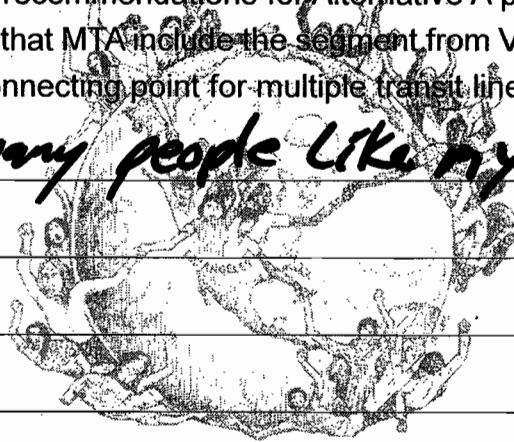
Address: *340 N Madison*

Business or organization: _____

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

There are so many people like myself that this would help



Sincerely,

Name:

Desmond R. Love

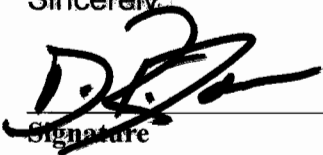
Address:

212 E. LA VERNE AVE Pomona

91767

Business or organization:

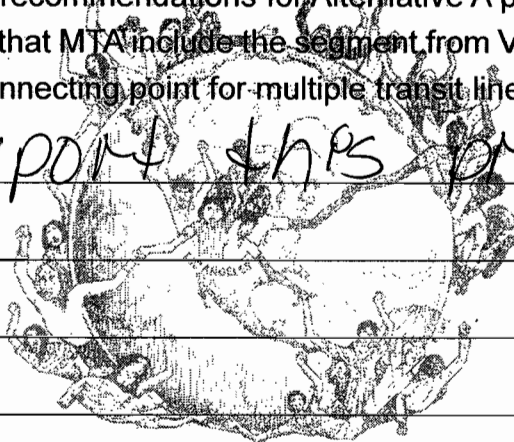
Discount Supply Center


Signature

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

Yes I support this project.



Sincerely,

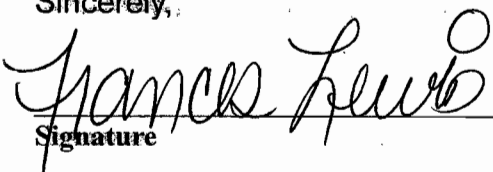
Name:

FRANCES Lewis

Address:

4004 Palmwood Dr

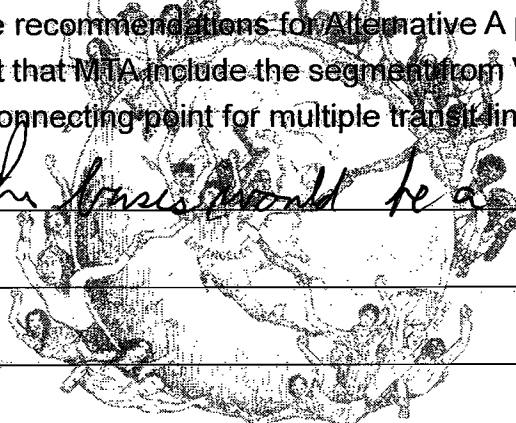
Business or organization:


Signature

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

Rationalize the bus route to be a big step forward.



Sincerely,

[Handwritten signature]

Signature

Name: *Roger Hynd*

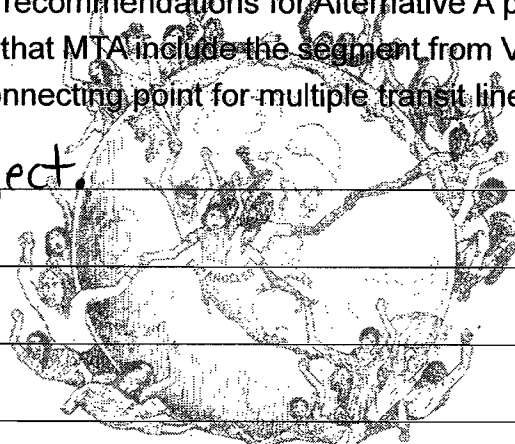
Address: *PO Box 91992 LA, 90009*

Business or organization:

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I support this project.



Sincerely,

Jake Pika

Signature

Name: *Jake Pika*

Address: *90211*

Business or organization:

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

As a bus rider forever 20 years and a person with asthma I support bus only lanes. By doing this you will ~~be~~ lighten congestion, better air quality, reduce bus waiting time, and save money. I think it's a great plan.

Sincerely,

Name: Erick Homick

Erick Homick
Signature

Address: 1372 Mill Dr W. Hollywood

Business or organization: BRU Member

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I think this project will be a great idea for the bus riders.

Sincerely,

Miriam Dela
Signature

Name: Miriam Dela

Address: 332 1/2 N Kings St LA 90004

Business or organization:

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

This segment is one of the most congested parts of the BRT line ridden primarily by people of color. Please make this addition an example of your conscious decision to include people of color.

Sincerely,


Signature

Name: JUDITH REDMAN

Address: 3717 S. La Brea Ave #1482

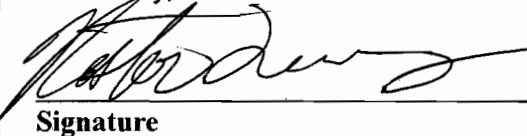
Business or organization: BRU

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

This has been proven time and again by Curitiba in Brazil, Mexico City and other developing nations. Effective, flexible and affordable with little long term commitment. If indeed Los Angeles wishes to be the future, this would lead the way.

Sincerely,


Signature

Name: Nestor Lemus

Address: 133 N. Bonnie Brae St.

Business or organization: Queer Activist Network/CSSC

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I am a college student who travels from the San Fernando Valley to LA to get to school. I rely entirely on public transportation and will benefit greatly from the Bus only lanes. It will allow me to get from place to place faster & reduce the overcrowding of the Buses.

Sincerely,

Name: Melissa Lewis

Melissa Lewis
Signature

Address: 7732 Jellico Ave, Northridge, CA. 91325

Business or organization: Community Rights Campaign

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I am a college student who travels from Downtown LA all the way to the valley for school. Many students will benefit with the Bus Only lanes because buses will actually come on time and be less overcrowded. It will benefit everyone because the bus system will be much more reliable and improve LA's environment problem with pollution.

Sincerely,

Name: Michelle Lopez

Michelle Lopez
Signature

Address: 236 N. Colorado St. #204

Business or organization: Bus Riders Union

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugiero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Incluyan la calle Alvarado

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: Include Alvarado Street.

Sinceramente,

Nombre: *Miguel Rodriguez*

Dirección: *827 W 91st Ca. 90003*

Negocio o organización: _____

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I am a student and this will benefit me because it will be easier to travel.

Sincerely,

Name: *Joanna Caspar*

Address: *514 S. Westlake Ave 107 LA CA 90057*

Signature

Business or organization: *Bus Riders Union LCSC*

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

I like your idea it saves time and help the environment for our world.

Sinceramente,

Nombre Roberto Guzman

Dirección: 432 S. Mariposa st. 90020

Negocio o organización: None


Signature

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

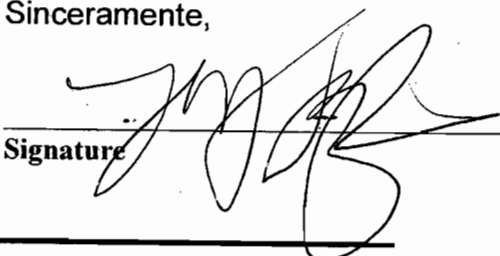
I support the Wilshire bus only lanes. Please go ahead with the project

Sinceramente,

Nombre Jesper Bergkvist

Dirección:

Negocio o organización: JWRichmond VC

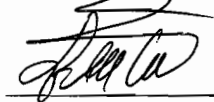

Signature

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

I think, Is a good Idea to do it because with the extra time we can sleep 20 more minutes or instead going on time to work !! Great Idea!!

Sinceramente,



Firma

Nombre: Rocio Calel

Dirección: 452 S 191ce #5

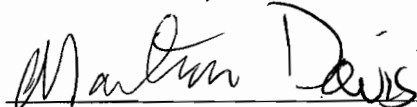
Negocio o organización: _____

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

I support the project.

Sinceramente,



Signature

Nombre: MARTIN DAVIS

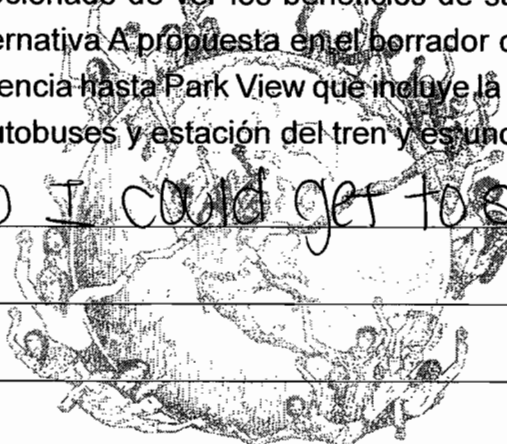
Dirección: 416 7 1/2 Leimert Blvd. LA-CA 90008

Negocio o organización: _____

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

I supported so I could get to school faster.



Sinceramente,

Nombre: Maria Hernandez

Maria Hernandez

Firma

Dirección: 111 S. Mott St. #3

Negocio o organización: _____

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Si

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: Yes.

Sinceramente,

Nombre Georges Salinas

Georges Salinas

Signature

Dirección: 301 Wilmore 17 900

Negocio o organización: _____

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Yes. I do support this project. It will make things much easier and also will save our environment.

Sinceramente,

Nombre: Rincesa Marquez

Dirección: 1345 Pennsylvania ave

Rincesa Marquez

Firma

Negocio o organización: _____

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Yes, I gladly support the bus only project. This will make all bus riders go through out the day better w/ no traffic.

Sinceramente,

Nombre: Brenda Martinez

Dirección: 2425 pomeroy

B. Martinez

Signature

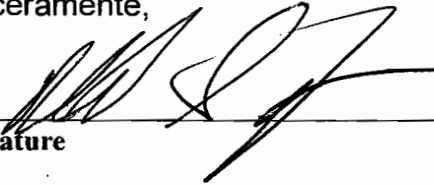
Negocio o organización: _____

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

ANYTHING THAT MAKES THE BUSES RUN MORE EFFICIENTLY IS A GREAT IDEA.

Sinceramente,


Signature

Nombre MICHAEL COZART

Dirección:

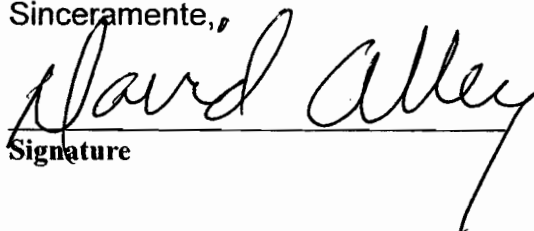
Negocio o organización:

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

YES I SUPPORT BUS ONLY LANE IT IS A VERY GOOD IDEA.

Sinceramente,


Signature

Nombre DAVID W. ALLEY

Dirección: 506 S. MAIN ST. L.A. CA 90013

Negocio o organización: U.S. ARMY Veteran

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Yo pido que la parada de la Alvarado se incluya de las principales

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: I ask that you include the Alvarado bus stop.

Sinceramente,

Nombre

Miguel Rida

Dirección:

7548 Van Nuys Cal. 91405

Signature

Miguel Rida

Negocio o organización:

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

yo apoyo el carril porque yo uso este. Seria mas rapido para mi.

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: I support BRT because I am a bus rider, this will be faster for me.

Sinceramente,

Nombre:

Maria Ober

Dirección:

~~7710~~ 90017

Firma

Maria Ober

Negocio o organización:

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

le pido que pongan la parada de la Alvarado en este proyecto que beneficiara a miles de pasajeros diariamente

Sinceramente,

Nombre

Salvador Flores

Dirección:

11224 Richland Ave #1
L. A. CA. 90054

Signature

Salvador Flores

Translation:

Negocio o organización:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: I ask that you include the Alvarado bus stop because it will benefit many daily riders.

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

POR FAVOR INCLUYAN LA PARADA DE LA CALLE ALVARADO

PORQUE, ES MUY TRANSITADA.

GRACIAS.

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: Please include the Alvarado stop because it is very busy.

Sinceramente,

Nombre: MARIA ALMONTE

Dirección: 727 S. HARTFORD AVE. APT. 403

Firma

Maria Almonte

Negocio o organización:

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Yo como pasajero necesito esta parada de la Alvarado.
Por Favor!!

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: As a bus rider, I need a stop on Alvarado. Please.

Sinceramente,

Nombre:

Wilson Thomas

Dirección:

Vermont + Wilshire

Firma

Negocio o organización:

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

yo quiero esa parada y que la
necesitamos la parada de la Alvarado.
~~con mucho~~ la necesitamos que
le den prioridad.

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: I would like the stop. We need the stop on Alvarado and need for you to make it a priority.

Sinceramente,

Nombre:

Graciela Velasquez

Dirección:

4415. Hartford #206
2. 1A C.A. 90017

Firma

Negocio o organización:

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Yo soy un pasajero, y necesito que incluyan la parada de la Alvarado pues es muy importante para todos los residentes.

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: I am a bus rider, I need for you to include the Alvarado stop because it is very important for all residents.

Sinceramente,

M. V

Signature

Nombre

Maria Delasquez

Dirección:

7er Seña Y. NORMAN
DIE

Negocio o organización:

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Por favor que incluyan la calle de la Alvarado

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: Please include Alvarado.

Sinceramente,



Firma

Nombre:

Abraham Soriano Ruiz

Dirección:

420 S UNION AV. #16 90016

Negocio o organización:

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Yo opino que se incorpore la Calle Alvarado para bien de la comunidad y todos los utilizamos la ciudad.

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines. I believe you should include Alvarado for the benefit of the community and all who will use the service.

(213) 381.7834

Sinceramente,

Firma

Nombre:

Jose Hernandez

Dirección:

750 S. Normandie

Negocio o organización:

apc # 202
90005-2.A.R

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Yo como pasajero apoyo esta parada en la Alvarado.

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: As a bus rider, I support this stop on Alvarado.

Sinceramente,

Firma

Nombre:

Jose Martin Dominguez

Dirección:

1886 2nd # 8 CA

Negocio o organización:

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Si me gustaría este proyecto porque ayudaría a los pasajeros a llegar a su trabajo y a la escuela. También quiero que el carril de autobús corra el sector de Valencia hasta Park View

Sinceramente,

Nombre: Infra Aburto

Dirección: 1636 1/2 Ricardo St. LACA 90033

Firma

Negocio o organización: _____

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines. I like this project because it will help transit riders get to work and school. I would also like for the BRT to include the section of Valencia to Park View.

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

yo soy una pasajero y me interesaría que includa a la calle de la Alvarado en el proyecto

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines. I am a transit rider and I am interested in including Alvarado in the project.

Sinceramente,

Nombre Andrea Guadarrama

Dirección: 356 S Rampart BL #114

Andrea Guadarrama
Signature

Negocio o organización: _____

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Me gusta este proyecto pero quiero que incluyan todo el carril de Wilshire desde Valencia hasta Park View.

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: I like this project but I would like for you to include Wilshire from Valencia to Park View in the bus lane.

Sinceramente,

Nombre: Angelica Garcia

Dirección: 219 W 62 St. LA CA 90003

Firma

Angelica Garcia

Negocio o organización:

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Yo soy pasajero de la línea 720 y necesito que la parada de MacArthur Park sea incluida en el proyecto.

Este Proyecto vendra a beneficiar a todos.

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: I am a Bus Line 720 rider and I need for a stop at MacArthur Park to be included in the project. This project will benefit all.

Sinceramente,

Nombre: Moises B. Gramajo G.

Dirección: 2670 Sichel St. # 4 LA CA 90003

Firma

Moises B. Gramajo G.

Negocio o organización:

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado.

Translation:
As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines. We demand the inclusion of an Alvarado stop because it will benefit all.

Que exijamos la incorporación de la Parada de Alvarado por la razón que beneficia a toda la gente.

Translation:
As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines. We demand the inclusion of an Alvarado stop because it will benefit all.

Sinceramente,

Nombre

Roberto Rousseau

Dirección:

Pico Rivera

Signature

Negocio o organización:

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Lo que queremos que pongan las paradas del carril de la Alvarado hasta la Valencia es lo que queremos a ecter hasta la Valencia

Translation:
As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines. We would like for you to include stops between Alvarado and Valencia.

Sinceramente,

Nombre

Marcedonio Oliva

Dirección:

433 S. Columbia Ave. Apt. 8. L.A. CA 90014

Signature

Negocio o organización:

Miembros del Sindicato

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugiero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Por que es una calle que se me mere que tenga estos beneficios.

Translation:
As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: Because this is a street that deserves to have these benefits.

Sinceramente,

Nombre: Alexander Perez

Firma: [Handwritten Signature]

Dirección: 4021 N. Coronado St. L.A. CA 90026

Negocio o organización:

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugiero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Yo pido al apoyo para tener la Alvarado en este proyecto.

Translation:
As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: I ask for support in including Alvarado in this project.

Sinceramente,

Nombre: Anastasio Guadalupe Navarrio

Firma: [Handwritten Signature]

Dirección: Westar y 29 1958-27th C.W.

Negocio o organización:

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Quiero que pongan la calle Alvarado y tambien más líneas debería poner y muchas calles de los Angeles deberían tener carriles solo para autobuses.

Sinceramente,

Nombre Maria G Diaz

Dirección: 227 S. Hollywood # 14 90024

Maria G Diaz
Signature

Negocio o organización: _____

Translation:
As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: I would like for you to include Alvarado and more bus lines, there should be more streets in Los Angeles that have BRT lanes.

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Yo utilizo mucho esta calle de la Wilshire y yo sere beneficiado con este proyecto pero me gustaría pedules que pongan en el proyecto la parada de la Alvarado, Gracias

Translation:
As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: I use Wilshire a lot and I see the benefit in this project but I would like to ask that you include a stop at Alvarado, thank you.

Sinceramente,

Nombre: Jose Castro

Dirección: 4071 W. 101 Inglewood 90303

Jose Castro
Firma

Negocio o organización: _____

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

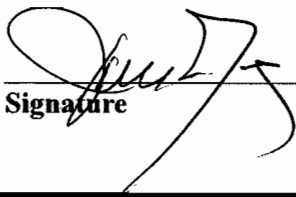
Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

ESTOY de acuerdo con esto
ID no puesto

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: I am in agreement with this project.

Sinceramente,


Signature

Nombre José Esco Bar

Dirección: 1853 SAN ANTONIO

Negocio o organización: _____

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Que mejoren el servicio y es tardado.
y es mal el servicio y pido que
incorporen la calle Alvarado

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: Improve service, service is late and poor, and I also ask that you include Alvarado.

Sinceramente,


Signature

Nombre Emerita Ramos

Dirección: 10215 Condon Ave Inglewood
C.A. 90304

Negocio o organización: _____

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

POR FAVOR QUIERO QUE INCLUYA A LA CALLE ALVARADO ES MUY IMPORTANTE PARA TODOS DESDE VALENCIA PARKVIEW GRACIAS

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: Please include Alvarado from Valencia-Park View, it is very important for all. Thank you.

Sinceramente,

Nombre MANUEL FELIX

Dirección: 641 WILBER PL MONTEBELLO CA

Signature

Manuel Felix

Negocio o organización: _____

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

me gusta la idea porque
que llegarían al trabajo mas rapido
o algunos mandados ya no tardaria
tanto Ogela y Sologre. Gracias

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: I like the idea because I would get to work faster or be able to run errands without a lot of delay; hopefully, this project will be achieved.

Sinceramente,

Nombre Ana Ballesteros

Dirección: 1163 E 46 st #204 LA GARDIA

Signature

Negocio o organización: _____

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

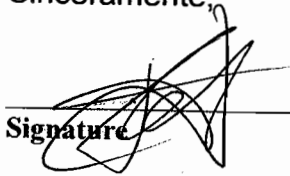
Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Yo como pasajero pido que un stop en Alvarado Blvd

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: As a transit rider I request a stop on Alvarado Blvd.

Sinceramente,


Signature

Nombre

JUAN CHACON

Dirección:

Ring and Normand

Negocio o organización:

90037

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Yo como pasajera es muy importante que pongan la calle Alvarado

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: As a transit rider I believe it is very important to include Alvarado.

Sinceramente,


Signature

Nombre

Mercedes Perez

Dirección:

Santamonica y Gagner. 90038

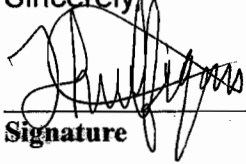
Negocio o organización:

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

The Bus-Only lanes on Wilshire ave. seems to solve alot of the traffic and reduce the smog emitted in the air. As a UCLA student that uses the bus almost everyday it would help alot.

Sincerely,



Signature

Name: Thulfigar Abjashamy

Address: 3752 Live Oak Dr

Business or organization: UCLA

ROSA

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

yo creo que es una Buena idea este proyecto gracias por su atencion

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: I think that this project is a good idea. Thank you for your attention to this matter.

Sinceramente,



Signature

(310) 396-3890
Nombre FRANCISCA SOTO

Dirección: 756 PIE AVE #5 S.M.

Negocio o organización:

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Me gustaria que incorpore Alvarado por favor.

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines. I would like for you to please include Alvarado.

Sinceramente,

Signature

Nombre Hermes

Dirección: 821 1/2 West 8th street Los Angeles CA 90005

Negocio o organización: _____

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

incorpore en la calle Alvarado por favor

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines. Please include Alvarado.

Sinceramente,

Firma

Nombre: Sanchez Dionicio

Dirección: 5834 Saturn St Los Angeles 90019

Negocio o organización: _____

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

El proyecto me parece bien y siempre cuando lo realicen

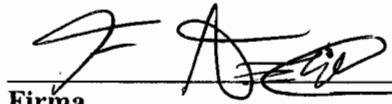
Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: The project looks good to me, and always when it is built.

Sinceramente,

Nombre: FERNANDO NERIA

Dirección: 90037



Firma

Negocio/organización: _____

Correo electrónico: _____

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Incorpore en la calle Alvarado por favor

Translation:

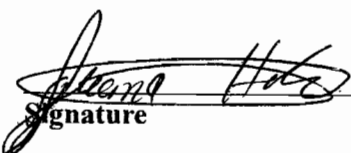
As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: Please include Alvarado.

Sinceramente,

Nombre Juana Hernandez

Dirección: 5834 Saturn St Los Angeles
Ca. 90019

Negocio o organización: _____



Signature

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

que diga mas transporte en la madrugada cada 15 a 20 minutos

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: There should be more frequent service in the early morning, every 15-20 minutes.

Sinceramente,



Firma

Nombre: Jorge Perez

Dirección: 6566 Bear St. Belli

Negocio/organización: photographer

Correo electrónico: _____

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

No piensa que lo deben de hacer para que todo los que transitan a esta area para que no tengan que pasar por tanto trafico

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: This project should be built for all of the transit riders in this area so that they don't have to cross a lot of traffic.

Sinceramente,



Firma

Nombre: Luis Torres

Dirección: 5426 San Vicente Bl. Los Angeles

Negocio/organización: _____

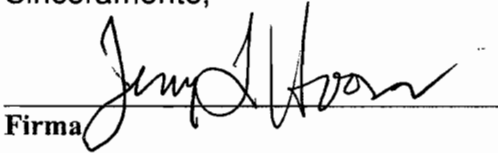
Correo electrónico: _____

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

I have taken MTA to work (Malibu from West LA) for 6 years!

Sinceramente,



Firma

Nombre: Jerry Hoover

Dirección: 10655 Kinnard Ave # 204

Negocio/organización: Pepperdine University

Correo electrónico:

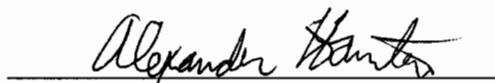
Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Me hablo Español y English both, pero no transita la distancia referenciada aquí.

I think a bike lane would do just as much if it actually existed to save fuel/\$, decrease traffic and serve a public with health. Even safety.

Sinceramente,



Firma

Nombre: Alexander Hunter

Dirección: 642 S. Burnside Ave., LA CA 90026

Negocio/organización: "Pronature"

Correo electrónico: lxhunter@yahoo.com

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I support the project. I believe
busses need more funding & money.

Sincerely,

Name:

Address:

Signature

Business or organization:

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

I and my husband fully support the Wilshire bus lanes.
We use MTA regularly for work + pleasure.

Sinceramente,

Nombre:

Dirección:

Firma

Negocio/organización:

Correo electrónico:

Charlotte Brown + Jerry Hoover

10655 Kinnard Ave. #204
Los Angeles, 90024-5989

UCLA Library

Charlotte B. Brown

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I support the idea it would really help

Name: Yakov Weiner

Address: 1069 S. Cambridge St.

Email: Y11990@yahoo

Sincerely,

Yakov Weiner
Signature

Business or organization: _____

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

Buses need more funding for improvement of the buses. Also I support bus only lane project. It would be great way to conserve gasoline.

Sincerely,

Frank T. Loera
Signature

Name: Frank T. Loera

Address: 1932 W. Olympic Blvd
Montebello, CA 91754

Business or organization: Student

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

No soy pasajera me gustaria ve la calle

Alvarada este mas libre

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: I am a transit rider and would like for Alvarado to be more free (less congested).

Sinceramente,

Nombre: Julia Guatip

Dirección: 1127 W Rosalind Ave LA CA

[Handwritten Signature]
Firma

Negocio/organización: _____

Correo electrónico: _____

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Comentario sobre este Proyecto

Es muy importante para nosotros

los pasajeros en caso para llegar

mas rapido en nuestro bajo este documento

Translation:
As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: It is very important for us passengers to arrive faster.

Sinceramente,

Nombre: [Handwritten Signature] Lopez

Dirección: 835 S. Oxford Ave Los Angeles CA

[Handwritten Signature]
Signature

Negocio o organización: _____

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugiero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Yo pienso que la Parada de la Alvarado
es muy transitada. Como no ponerla
en el proyecto es mucha gente que toma el bus

Translation:
As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: I believe that Alvarado has too much traffic to not be included in the study area, many people ride the bus.

Sinceramente,

Nombre: Mariano Uegu

Mariano Uegu
Firma

Dirección: 1551 1/2 48th St Los Angeles

Negocio/organización: 0

Correo electrónico: _____

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugiero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

La parada de Alvarado es muy
importante

Translation:
As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: The stop at Alvarado is very important.

Sinceramente,

Nombre: Alejandro

[Signature]
Firma

Dirección: 375

Negocio/organización: _____

Correo electrónico: _____

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

La parada de la Alvarado es para mí muy importante, espero que tomen en cuenta nuestro comentario.

Translation:

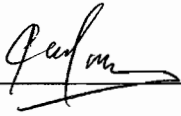
As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: The stop at Alvarado is very important to me, I hope you take our comments into consideration.

Sinceramente,

Nombre: Aracanda Alvarez

Dirección: gen. sor. westlake

Firma



Negocio/organización: _____

Correo electrónico: _____

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Yo soy un pasajero y la Calle Alvarado mejorará nuestras calles y que sería que incluya en el proyecto la parada de la Alvarado

Translation:

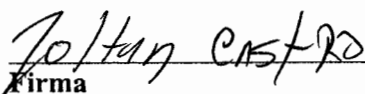
As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: I am a bus rider and Alvarado will improve our street. We would like for you to include Alvarado in the project.

Sinceramente,

Nombre: Johan Castro

Dirección: 244 Sor 4 St California

Firma



Negocio/organización: _____

Correo electrónico: _____

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Uno llegaría más rápido a la escuela o trabajo.
es un buen proyecto. Páisen en desarrollo ya lo
fieren.

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: One would arrive to school or work faster. This is a good project. Developing countries already have it.

Sinceramente,

Nombre

Naron Páez

Dirección:

4641 E. 1st St LA, CA

Signature



Negocio o organización:

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

si estoy de acuerdo de que sea un solo carril para
los buses y esta de mi respuesta que si estoy de
acuerdo

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: I agree that it should be one lane for buses and this is my comment in support.

Sinceramente,

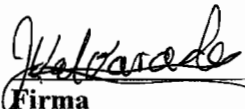
Nombre:

Jesus Velasco

Dirección:

809 S. NEW HAMPSHIRE AVE
apto 209 LA. CA.

Firma



Negocio o organización:

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugiero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

etc 2 may bien el Proyecto

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: This is a good project.

Sinceramente,

Nombre:

Dirección:

Firma

Negocio/organización:

Correo electrónico:

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugiero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines. I am a user of this line and I don't want you to take away the stop at Alvarado. Keep it clear because of it, bus is often running late.

Yo so pasajera de este bus y quiero que no quiten la parada de la Alvarado que este limpio porque tarda mucho para llegar el bus a la parada

Sinceramente,

Nombre:

Dirección:

Firma

Negocio/organización:

Correo electrónico:

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Yo creo que si necesitamos esta parada porque nos beneficia a todos los pasajeros sugiero que tomen en cuenta esta parada

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: I think we need this stop because it benefits all passengers, I suggest that you take this stop into consideration.

Sinceramente,

Nombre: Jorge Martinez

Dirección: 851 Westmontant

Firma

Negocio/organización: _____

Correo electrónico: _____

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Necesitamos que la parada de la calle Alvarado la incluyan en el proyecto porque yo la uso todos los días trabajo en santa monica y la necesito.

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: We need for the stop on Alvarado to be included in the project.

Sinceramente,

Nombre: Joshua Villatoro

Dirección: 812 Westlake

Firma

Negocio/organización: Constructor

Correo electrónico: _____

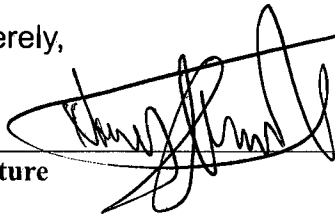
2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

yeah I think its a really good idea because im a student I take the bus faster and I would be getting home earlier ☺

Sincerely,

Signature



Name: Nery Alvarado

Address: 90016

Email:

Business or organization:

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugiero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Sería beneficioso para poder llegar mas temprano a casa y no perder tanto tiempo

Translation:

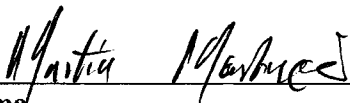
As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: It would be beneficial to get home earlier and not waste time.

Sinceramente,

Nombre: Martin Martinez

Dirección: 1894 S. 4th St.

Firma



Negocio/organización: Cabinets By Design


Correo electrónico:

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

It is very much needed and this would improve greatly. Also more buses @ school time for students

Sincerely,


Signature

Name: Franklin Jenkins

Address: 1450 W 39th Street

Email: FJENKINS46@yahoo.com

Business or organization: V.A. MVO

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I'll have more time for other thing.

Sincerely,


Signature

Name: Edwin Bonilla

Address: 435 Catalina St. # 6

Email: wintabo1@yahoo.com

Business or organization:

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

A Bus only lane would make my commute much better. Help reduce congestion, maybe more people will ride if its so much faster

Sincerely,

Signature

[Handwritten Signature]

Name: Rita Moreno

Address: 135 N. Hollywood

Email: _____

Business or organization: UCLA

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines as a passenger you spend a lot of time waiting for the bus and this project will bring us better mobility.

Que uno como pasajero cueste mucho esperar un bus y este proyecto nos traera mejor movilidad.

Sinceramente,

[Handwritten Signature]
Firma

Nombre: Maria Esbin

Dirección: 5212 Blackwelder St.
L. A CA 90016.

Negocio/organización: _____

Correo electrónico: _____

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

This is a good idea. I ride it everyday and it would make people's commutes much easier. Put our money to use! You raised our fare, do something with that extra money.

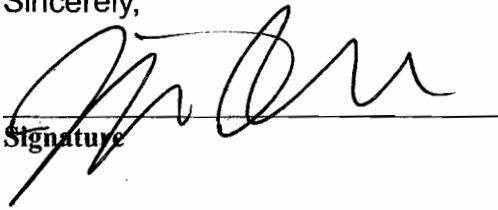
Name: Jim P.

Address: _____ 90044

Email: _____

Business or organization: GLAAD

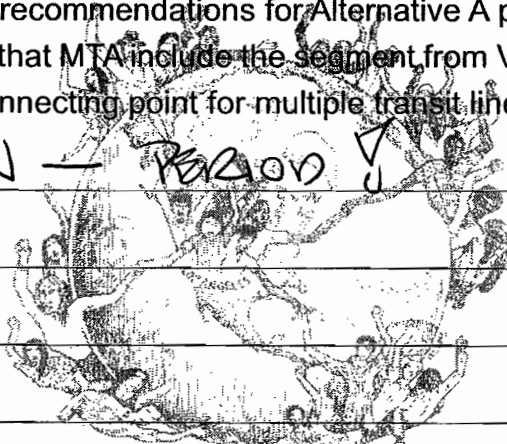
Sincerely,


Signature

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

NEEDS TO HAPPEN — PERIOD ✓




Name: RAUL KRASSORZA

Address: 1040 EULLID # 7, SM, CA 90403

Email: RAULPHOTO@GMAIL.COM

Business or organization: PHOTOGRAPHER/MANAGER

Sincerely,


Signature

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

WE NEED BETTER WAY TO GO

Sincerely,

Signature

Name:

John Finister

Address:

427 E 5th L.A. CA

Business or organization:

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I am agree with your proposition

Sincerely,

Signature

Name:

Barbara Novello

Address:

425 Firmin St

Email:

L.A CA 90016

Business or organization:

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

From 2-5pm, there are few services running to Santa Monica. We are paying more money for less service. The drivers between is bad to because they pass up many people. And there needs to be a special bus for the ^{homeless} Name: Marvin Escobar

Sincerely,

M Escobar
Signature

Address: 890 W. 75th St Los Angeles, CA 90044

Email: _____

Business or organization: _____

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

BUS only lanes is ok!
Lower prices / fare is better!

Sincerely,

[Signature]
Signature

Name: Raul Matos

Address: 724 S ST Adams Pl #207

Email: LA GA 90005

Business or organization: _____

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I would like that M.T.A. help increase this company so that we bus riders could have more buses on Wilshire Blv because there's too much traffic in mornings and Evening.

Sincerely,

Diana Lomeli
Signature

Name: Diana Lomeli

Address: _____

Email: dianalomeli25@yahoo.com

Business or organization: _____

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

Speed & passenger volume is key.

Sincerely,

[Signature]
Signature

Name: Bogdan Atanasov

Address: 141 Federal Ave

Email: bbatanasov@yahoo.com

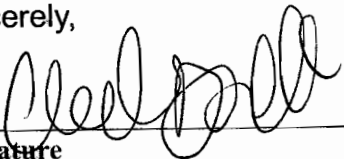
Business or organization: LABRT

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I take the Wilshire Bus to work every day. This would save me hours of my life
thank you

Sincerely,


Signature

Name: Chelsea Malloy

Address: 366 N Spaulding Ave #111 CA 94036

Email: Chelseaadolla@hotmail.com

Business or organization: Level Four Business Management

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

There should be a 10 min period per bus, specially during rush hour. Also cheaper bus fare prices.

Sincerely,


Signature

Name: Bryan Fuente

Address:

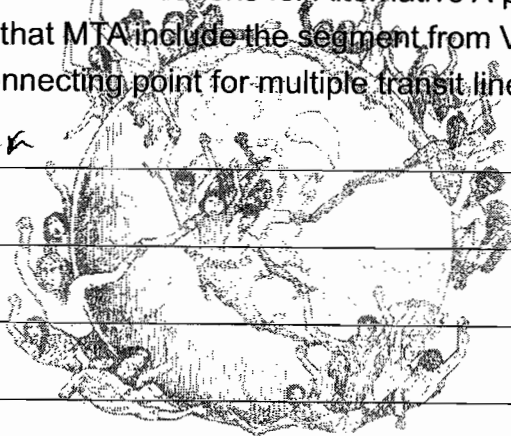
Email: (323)-338-6094

Business or organization:

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

it will be better



Sincerely,

Steve Garcia

Signature

Name: Steve Garcia

Address: 2203 Sastre El Monte

Email: _____

Business or organization: _____

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

As a bus rider i feel this is a good idea & could make things better for everyone

Please Make this happen!!! Thanks!!!

Sincerely,

Alex O. Rodriguez
2010

Signature

Name: Alex O. Rodriguez

Address: 1020 Vermont Ave

Email: Alexortuna2010@gmail.com

Business or organization: _____

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I think It will Be a good Idea for Everyone
it will benefit for all Bus takers

Sincerely,

Name: Juan Torres

Address: 415 S. Westlake Ave.

Email: _____

Juan Torres
Signature

Business or organization: _____

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I Really am in favor of this program it would be alot
More pleasant and efficient ride, because i take the bus
5 days a Week commuting to work.

Sincerely,

Name: Jason Dela Cruz

Address: 685 Witmer St.

Email: _____

Jason Dela Cruz
Signature

Business or organization: Sheraton Delina Santa Monica

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Es una alternativa para viajar más rápida y segura y en menor tiempo posible.

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: This is an alternative to travel faster and safely and in the least possible amount of time.

Sinceramente,

Signature

Nombre Israel Lara

Dirección: 117 s Spaulding #11

Negocio o organización:

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Señores de la Compañía MTA por favor no omitan el paso de Buses de calle Alvarado, mi familia y yo usamos mucho el transporte que corre por ese lugar, tratar de beneficiarnos no de arrojarnos gracias

Sinceramente,

Signature

Nombre Mariana

Dirección: 253 sur 853 Hobart ST. apto #11 LA C-49007

Negocio o organización:

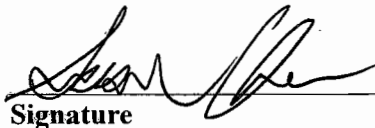
Translation: As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: MTA officials: Please do not omit Alvarado from the bus passage, my family frequently uses lines that travel through this area, please try to benefit us not (illegible).

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

The idea of this plan sounds good,

Sincerely,


Signature

Name: Susanna Umotia

Address: 1609 E.W. 24th St

Business or organization: _____

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

Its a grand idea. This project would help get a lot of people to their destination faster, maybe even boost business for the mta.

Sincerely,


Signature

Name: Julio Chavez

Address: 810 55th Andrews pl

Business or organization: _____

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I think it's GREAT

Sincerely,

Moises Cabral

Signature

Name: *Cebral Moises*

Address: *8314 Sanger Ave Whittier*

Business or organization: _____

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I think it's a good move to have
bus only lane

Sincerely,

B. Samuel

Signature

Name: *B. Samuel*

Address: *449 S. of Andrews Pl*

Business or organization: _____

alone

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I would like ~~decide~~ on Bus lanes!

Sincerely,


Signature

Name:

Delores Gatenwood

Address:

1025 S. Kern Ave #324
L.A. - CA 90025


Business or organization:

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I support the project because it will help a lot of people getting back and forth to work, etc.

Sincerely, -


Signature

Name:

Michael Davis

Address:

5440 Hoover St

Business or organization:

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

Please provide Wilshire bus lane only for BRT health and public transportation
Reason

Sincerely,


Signature

Name: Juan Alvarez

Address: 1007 1/2 W 21st Los Angeles

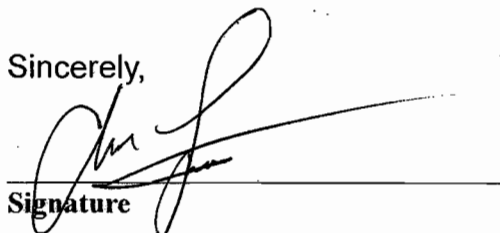
Business or organization: ZALDM 9006 TB

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I agree, we should open up a bus only lane ONLY for rush hour purposes only
I support this project

Sincerely,


Signature

Name: Chris Lopez

Address: 1134 N. Rudman ave

Business or organization:

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I support this Project ☺

Sincerely,

Name: Javier Mercado

Address: 1022 Burger Ave.

Business or organization: Angel's Party Store

Javier Mercado
Signature

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

It would be good for bus riders :)
Maple :D

Sincerely,

Name: Gabriel Fregoso

Address: 1022 Burger Ave 90022

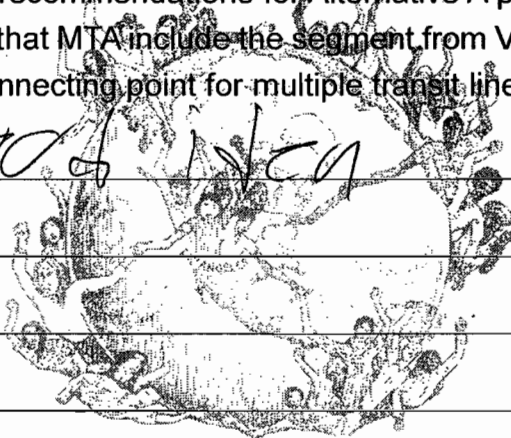
Business or organization:

Gabriel Fregoso
Signature

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

Its a good idea



Sincerely,

Erik Mitchell

Signature

Name: Erik Mitchell

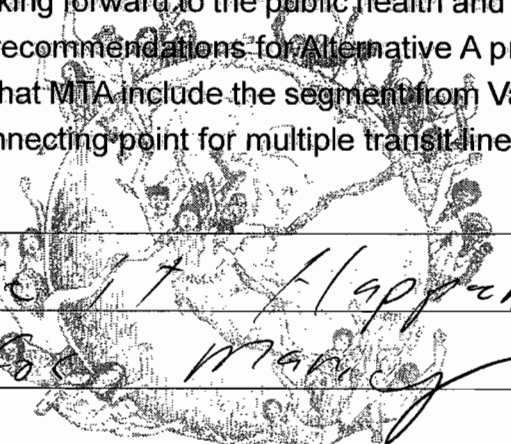
Address: 1742 S. Westmoreland Ave

Business or organization:

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

Please make it happen it's necessary for many



Sincerely,

Ross Campos

Signature

Name: Ross Campos

Address:

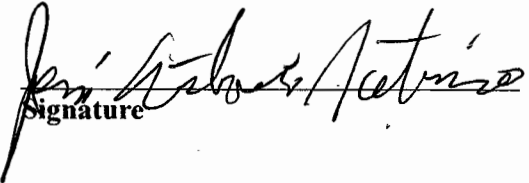
Business or organization:

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

It's a good idea, it'd be good for everyone!

Sinceramente,


Signature

Nombre

JOSE A PATINO

Dirección:

123 N. MATHER ST

Negocio o organización:

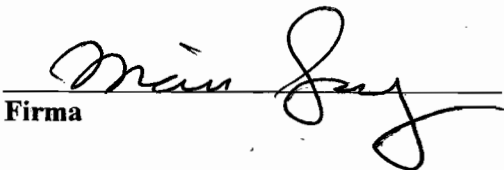
Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

~~I support the addition to increase~~

It would be great for those who do not
have cars to get to work/school faster

Sinceramente,


Firma

Nombre:

Maira Sanchez

Dirección:

MairaS80@gmail.com

Negocio o organización:

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Yes, would very much like Buses to have their own lanes. For safety, easy access, improved timely arrivals and departures if the buses had their own LANES

Sinceramente,

Nombre: Cynthia Delgado

cd54ck54@AOL.com

Dirección: 715 S. NORMAN DIO #202 CA

Firma

Negocio/organización: HOME HEALTH Care PROVIDER

Correo electrónico: Cynthia Delgado

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

I think Bus-only lanes would improve efficiency and more people would use Metro as a whole. Hollywood & W.LA is so congested.

Sinceramente,

Nombre: Rick Munoz

Rm

Dirección: 715 S. Normandie Ave. #202 Los Angeles CA 90005

Firma

Negocio/organización: Schools/Work Film & TV

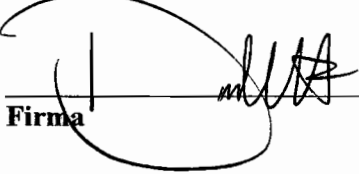
Correo electrónico:

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

I strongly agree with this! We must make this happen for the good of Los Angeles and for its people!

Sinceramente,


Firma

Nombre: Daniela Williams

Dirección: 659 S Cloverdale Ave.

Negocio o organización:

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

ME PARECE GENIAL LA IDEA DE PONER UN SOLO CARRIL PARA BUS. ASI ABRIA MENOS TRAFICO.

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines. The idea of having a dedicated bus lane is brilliant, there will be less traffic.

Sinceramente,


Firma

Nombre: IRMA JIMENEZ

Dirección: 137 S. OXFORD

Negocio o organización:

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Luz Galicia yo apoyo la alternativa de A propuesta en el borrador puesto que es una necesidad de el pasajero al cual se le exige aumentos al pasajero al cual tienen que ser atendidos sus necesidades y sus sugerencias MTA gracias

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines. I support the proposed alternative as it is a necessity for transit riders. To which there have been demands for increases to passengers, to which this will need to meet their necessities and their suggestions. Thank you.

Sinceramente,

Nombre Luz Galicia

Dirección: 603 N New Hampshire^{AV}

Luz Galicia

Signature

Negocio o organización:

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

la idea es genial siempre cuando sea a beneficio del publico y del medio ambiente

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines. This idea is great, it's always good when the public can benefit and is good for the environment.

Sinceramente,

Nombre: Rosalva Mendez

Dirección: 742 1/2 S Manhattan Pl.
h. K. C. A. 90005

Rosalva Mendez

Firma

Negocio o organización:

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

SOY UNA PERSONA MAYOR ESTAMOS SUFRIENDO
POR EL MEDIO AMBIENTE EL TRAFICO MUCHOS
CARROS NESECITA MUCHO TIEMPO PARA LLEGAR
A SU DESTINO

Translation:
As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: I am a senior citizen, we are suffering environmentally from having too much traffic and cars. You need a lot of time to reach your destination.

Sinceramente,

Nombre MARIA PAZ JAEN

Dirección: 197W S. MARIPOSA AVE L.A. 90007

Maria Paz Jaen
Signature

Negocio o organización: S.P.P.

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Como Residente de LOS ANGELES APOLLO
LA PROPUESTA PARA QUE HAYA UNA SOLA
LINE PARA EL AUTOBUS porque reduciria
el trafico que ocasiona diariamente.
Pero que continuen las tres lineas de bus que
hay como seria el 20, 920, 720.

Sinceramente,

Nombre Claudia Hernandez

Dirección: 902 N. OXFORD #09

Signature

Negocio o organización:

Translation:
As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: As a resident of Los Angeles, I support the proposal to have a dedicated bus lane because it will reduce daily traffic. But please keep lines 20, 920 and 720 in service.

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

YO CREO QUE UN CARRIL,
SOLO PARA BUS ESTARIA BUENO YA
QUE CON ESO EL SERVICIO MEJORARIA,
MENOS CONGESTIONAMIENTO, MAS RAPIDO, ETC.

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines. I think that with a dedicated bus lane service will improve, reduce congestion and be faster, etc.

Sinceramente,

Firma

Nombre: Alejo Juan Gregorio

Dirección: 1373 Oxford Av.

Negocio o organización: _____

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Estallan Logos Van ARDEN
ASI ABIA mas transporte RAPIDO
PARA NOSOTROS LOS PEATONES
QUE USAMOS el AUTO BUS

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: What you guys are going to do is good, as it will bring more rapid transit to bus riders.

Sinceramente,

Firma

Nombre: Juan Luis

Dirección: Bixel y Wilshire

Negocio o organización: ORGANIZACION

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

YO NECESITO AIGA PARADA EN LA ALVARADO
Y MENOS CONGESTIONAMIENTO DE CARROS

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: I need a stop at Alvarado and less automobile congestion.

Sinceramente,

Nombre: JOSE RAMIRO RIGUEZ

Dirección: 425 S MATHEWS ST, LA CA 90037

Negocio o organización: TRABAJADOR

Jose Ramiro Riguez
Firma

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

~~Yo~~ Quiero llegar al trabajo mas rapido

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: Get to work faster.

Sinceramente,

Nombre: Martha Muñoz

Dirección: 4254 Van Buren Pl LA CA 90037

Negocio o organización: _____

Martha Muñoz
Firma

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

ME GANAR MAS TIEMPO A CASA -

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: I would get home earlier.

Sinceramente,

Nombre: Joel Morán

Dirección: 11624 SIMMS AVE INGLEWOOD, CA

Firma

Negocio o organización:

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

COMO HISPANO NECESITO LA PARADA DE AUTOBUS EN ALVARADO ST POR QUE ES UN PUNTO CLAVE PARA TRANSBORDO MIO Y DE MIS COMPAÑEROS

Sinceramente,

Nombre: FERNANDO MARTÍNEZ

Dirección: 2908 S RAYMOND

Firma

Negocio o organización: ALWAYS PRIVATE SECURITY

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: As a Hispanic, I need a bus stop at Alvarado because it is a key point for transfers for my companions and me.

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugiero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

- Es bueno contar con un buen servicio
ya que el mismo tiempo iremos con felicidad
a donde queramos ir.

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines. It's good to be able to count on good service while at the same time we will go happily anywhere we want in LA.

Sinceramente,

Nombre: Elizabeth Belló

Dirección: 14462 Linedale St, Pasadena City

Elizabeth Belló

Firma

Negocio o organización: ∅

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugiero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Sinceramente espero que este proyecto se lleve
acabo por que sin lugar a dudas estamos siendo muy
dependientes de los Automoviles y sobre todo cuidar
nuestra salud como la de nuestro planeta. Excelente
Proyecto. Suerte ☺

Sinceramente,

Nombre: Miguel Alvarado

Dirección: Westoyreland 1771 Los Angeles

Firma

Negocio o organización: ESTUDIANTE y Trabajador

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines. I sincerely hope that this project is carried out, because without a doubt we certainly are dependent on cars and above all, it protects our planet. Excellent project, good luck.

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Me gustaria ese proyecto porque facilita la llegada mas rapida

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines. I like this project because it facilitates a faster arrival.

Sinceramente,

Nombre: BLANCA GUTIERREZ

456 1/2 S. COLUMBIA AV
Firma WA CA 90019

Dirección: Blanca Gutierrez

Negocio o organización: _____

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Si es necesario que se incluya el stop alvarado ya que es un punto muy transitado; se presta que tenemos el metro subterráneo

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines. It is necessary to include a stop at Alvarado because it is a highly used transfer point and we have a subway stop.

Sinceramente,

Nombre Maura Hernandez

Maura F.

Dirección: 437 S. WESTLAKE AV. CA 90067

Signature

Negocio o organización: _____

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Necesito que se incorpore la Calle Alvarado porque yo transito mucho en Calle.

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: I need for Alvarado to be included because I travel this street a lot.

Sinceramente,

Nombre: Felipe Cruz

Felipe Cruz

Firma

Dirección: 511 S. Unión Ave #105 L.A. Cal. 90017

Negocio o organización: _____

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Residente

Yo necesito que haga la Calle Alvarado la parada porque la necesito mas.

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: Resident. I need a stop at Alvarado.

Sinceramente,

Nombre: Gloria Alvarez

Gloria Alvarez

Signature

Dirección: 849-S - Commerce Dr

Negocio o organización: _____

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Yo soy pasajero y no quiero que afecten la movilidad y quiero que pongan la calle Alvarado

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: I am a transit rider and I don't want for you to affect mobility and I would like for you to include Alvarado.

Sinceramente,



Signature

Nombre Sonia Marquez

Dirección: 17 W 79 meff L.A. CA 90003

Negocio o organización: pasajera

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

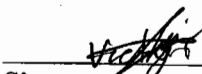
Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

yo creo q' es una muy buena idea para todos y mas seguro para todos.

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: I think it's a good idea for everyone and also a safer for everyone.

Sinceramente,



Signature

Nombre Victor T.

Dirección: 1269 N Normandie LA CA,

Negocio o organización: _____

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

EXCELENTE Servicio osalés que lo logren
Se le agradecería que respeten
La parada de Wilshire ALVARADO

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: Excellent service. Hopefully you will achieve it. I would appreciate that you keep a stop at Wilshire/Alvarado.

Sinceramente,



Signature

Nombre Tranquilino Cruz

Dirección: 553 S. FETTERLY AV. LA. 90008

Negocio o organización: _____

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

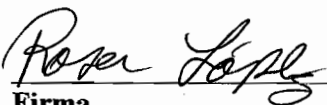
Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Quiero que incluyan el sector de Valencia
hasta Park View. Todos los días muchos
pasajeros usan las paradas de Alvarado.

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: I would like for you to include the section Valencia-Park View. Everyday many transit riders use the stop at Alvarado.

Sinceramente,



Firma

Nombre: ROSA LÓPEZ

Dirección: 1105 VANCOUVER LOS ANGELES

Negocio o organización: _____

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Yo pido que la calle Alvarado ya que yo utilizo esta parada mucho,

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: I ask that you include Alvarado, I use this stop a lot.

Sinceramente,

Nombre Eduardo Gutierrez

Dirección: 722 S. Bonobrea L.A. C.A. 90057

Signature

Negocio o organización:

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

me encanta la idea porque llegaría rapido a mi trabajo y haria menos tiempo gracias por la idea

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: I love this idea because I would get to work faster and in less time. Thank you for the idea.

Sinceramente,

Nombre Alex Hernandez

Dirección: 1163 E 46 St #204 L.A. 90011

Signature

Negocio o organización:

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

si estoy de acuerdo con el proyecto
espero que todos sin ayuda a todos
los que necesitan gracias

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines. I am in agreement with this project. I hope that this project benefits all those who need it. Thank you.

Sinceramente,

Nombre:

Jose Solorzano

Dirección:

5213- Manhattan St LA 90038

Firma

Negocio o organización:

NO

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Yo pienso que nos beneficiaría mucho mejor
para llegar con mejor tiempo donde BA uno
yo quiero que se lleve ACABO seria mejor
para todos

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines. I think that this will benefit us a lot to get to our destinations faster. I would like for this project to be finished, it will be of benefit to everyone.

Sinceramente,

Nombre:

Enrique Cornejo

Dirección:

King Bl. y Vermont

Firma

310 EXT. 241

Negocio o organización:

Tel. 276-6104

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

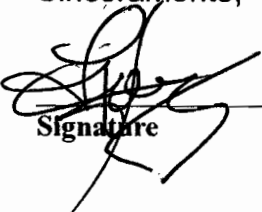
Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Este proyecto sería muy bueno. Ayudaría a los pasajeros y al congestionamiento.

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines. This project would be very good, it would help transit riders and traffic congestion.

Sinceramente,



Signature

Nombre Luis Alonso Gomez

Dirección: 6106 1/2 Hooper Ave.

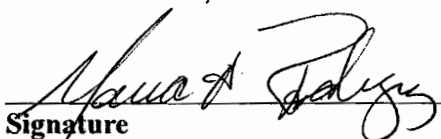
Negocio o organización:

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

estoy de acuerdo con el canal que quieren hacer. Nos beneficiaría a los pasajeros que viajamos por esta calle ya que yo soy usuaria del tránsito por mi trabajo y si sucediera así iba hasta las playas.

Sinceramente,



Signature

Nombre Maria Rodriguez

Dirección: 934 So. Sunset Dr

Negocio o organización: PASADENA

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines. I support the bus lane that you are proposing, it will benefit transit riders that travel through this street. I support this project because I am a daily transit rider for work and if this project was built I would ride the line to the beach.

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I Highly Recommend Incorporate
Alvarado St desperately Needed -

Sincerely,

Olga Lucia Loaiza
Signature

Name: OLGA LUCIA LOAIZA

Address: 624 D-Berendo-st #105

Business or organization: _____

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I agree with that,

Sincerely,

fdmcs
Signature

Name: _____

Address: _____

Business or organization: _____

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

this bus lane will greatly benefit me on my commute from end to school

Sincerely,

Name: Nickolas Vargas

Address: 371 N Maple Ave, Montebello CA

Signature

Business or organization: Student

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I think it would be good to pass ~~the~~ the EIR because it would take ~~to~~ to my job much faster.

Sincerely,

Name: Oscar V. Sarabia

Address: 3553 1/4 Atlantic St.

Signature

Business or organization: _____

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Si ayudaría mucho porque yo viajo desde Malibu hasta el centro de regreso a mi casa y en la mañana a las 4:00 a.m. pero a esa hora no hay mucho tránsito, en la tarde es cuando cuesta llegar pero que sigan los 3 buses que hay - 720 - 920 - 20

Sinceramente,

Nombre Gloria Romero

Dirección: 2900 W 8 st n.

Signature

Negocio o organización:

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in the Wilshire Alvarado area which is a vital connecting point for multiple transit lines. This project would be beneficial for me because I travel from Malibu to downtown back to my home, in the morning I ride at 4 a.m. but at that time there aren't many buses running, in the evening there are three lines 720, 920, and 20.

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

With the bus only lane, bus would be less crowded and would help us get to work faster and on time.

Sinceramente,

Nombre

Joana Sidel

Dirección:

Signature

Negocio o organización:

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

que llegaremos mas pronto a nuestro trabajo
reduciendo el trafico en este proyecto beneficia
a muchos pasajeros

Translation:
As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines. We would love to get to work faster reducing traffic, this project will benefit many transit riders.

Sinceramente,

Nombre: MARIA DEL CARMEN GARCIA

MARIA DEL CARMEN GARCIA
Firma

Dirección: 451 S. BUREL #205 Angeles CA 90019

Negocio/organización: _____

Correo electrónico: _____

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

We need lower Bus fares, the bus economy
With a higher rate of unemployment we need
Lower BUS fares. The MTA Increased the
BUS fares, BUT their service is getting
Worse.

Sinceramente,

Nombre: Glenda Reyes

Glenda Reyes
Firma

Dirección: 657 S. Cochran Ave Apt 304

Negocio/organización: _____

Correo electrónico: sweetger@yahoo.com

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

yo quiero que aumente mas busses, por que pasan llenos, y como tardan, y no pasan rapido queremos que aumente mas por eso subieron la tarifa.

Sinceramente,

Nombre: Carlos Tizol

Dirección: 1630 W 3RD ST. # 694 105

Firma

Negocio/organización: _____

Correo electrónico: _____

Translation:
As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines. I think you should add more buses because they are usually full and arrive late, they don't come often. We want you to add more buses, that is what you raised the fares for.

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Por que mejorara el acemulamiento de buses y la parada de Alvarado es una de las mas conjestionadas por el nivel socio economico

Sinceramente,

Nombre: Frank Nava

Dirección: 474 La Fayette Park

Firma

Negocio/organización: _____

Correo electrónico: _____

Translation:
As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines. This project would improve the flow of buses, and the stop at Alvarado.

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugiero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Que mejore para el bien de nosotros como pasajeros, que aiga un carril para los autobuses, y pido que pongan la parada de la Wilshire y Alvarado en el proyecto.

Sinceramente,

Pedro Felipe
Firma

Nombre: Pedro Felipe

Dirección: 257 S. Bonobrea #301
H.A. C.A. 90057

Negocio/organización:

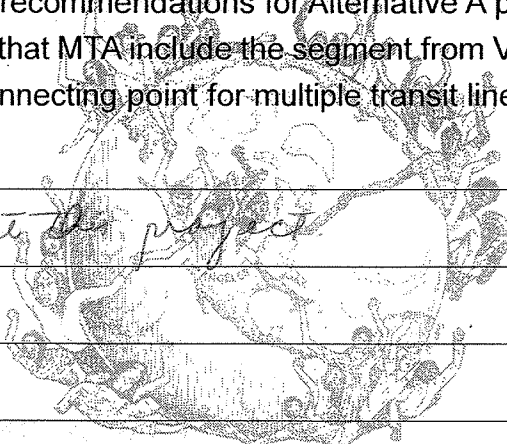
Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one **Correo electrónico:** suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: A bus rapid transit lane would be beneficial to us transit riders, I ask that you include a stop at Wilshire/Alvarado in the project.

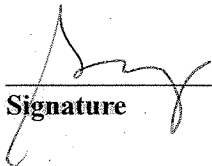
2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I want to support the project



Sincerely,


Signature

Name: Sue Ulys

Address: 1608 Normandie Way LA. 90033

Business or organization: _____

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I support the project

Sincerely,

Lowella Jean Fabre

Name:

LOWELLA JEAN FABRE

Address:

156 S. MARIPOSA AVE #403

Signature

Business or organization:

☉

Chapter 4 Corrections and Additions

4.1 Introduction

The following section presents corrections or additions that were made to the text or content of the Draft EIR/EA. These changes generally include revisions in response to comments and staff-initiated text changes to provide clarifications and additional analysis and to correct non-substantive errors. Text deleted from the Draft EIR/EA has been shown in ~~striketrough~~, and new/inserted text is underlined.

4.2 Corrections and Additions to the Draft EIR

Appendix A: Summary Matrix of Scoping Comments

As shown in the following table (pp. 16, 17, and 21 of the table), the Summary Matrix of Scoping Comments in Appendix A has been revised to update the highlighted names of Korean commenters, whose comments were inadvertently not translated. The translations of these comments, which are shown in the following pages, have also been included.

Appendix B: Traffic Impact Analysis

Tables 9-2 and 9-8 of the Traffic Impact Analysis have been revised to address the inadvertent identification of a significant unavoidable traffic impact at the intersection of Beverly Glen Boulevard and Santa Monica Boulevard for Year 2012 in the a.m. peak hour in Table 9-2 and the inadvertent omission of the same intersection in Table 9-8.

The *Wilshire Bus Speed Improvement – Stage Two Analysis Memorandum* (Transportation Management & Design, Inc, February 2007), which was referenced in Master Response No. 8, has been included in Appendix B, following the Traffic Impact Analysis prepared by Iteris, Inc. A copy of this memorandum is shown in the following pages.

환경영향 조사 : 월셔 버스전용차선에 대한 시민 의견서

2009년, 10월 21일

교통국, 엘에이 시와 엘에이 카운티 및 환경영향 조사 담당자들에게,

제 이름은 하운희이며, 발렌시아에서 부터 쎄티넬라까지, 총 9.6 마일간에 월셔 버스 전용 차선 실행을 지지합니다. 이 프로젝트는 월셔 버스를 사용하는 수 천명의 승객들에게 이동 시간을 절약 하는 혜택을 주며 더 많은 자동차 이용자들이 대중교통을 이용하게 하는 효과도 가져올겁니다. 자동차에서 나오는 대기 오염물질과 온실가스 배출을 줄이면 엘에이 주민 모두의 삶을 향상시킬수있습니다.

Bus 차선을 정대 (전용차선) 지지합니다.
Los Angeles 공해가 심해서 자동차를 줄이고 버스를
증차를 부탁드립니다 (용차)

버스전용차선은 매우 중요한 엘에이 환경 정책으로 빠른 시일내에 시행해주시길 부탁드립니다.

Translation:
I support the implementation of a bus-only lane on Wilshire for the 9.6 miles from Valencia to Centinela. This project will benefit thousands of passengers using the Wilshire Bus by reducing travel time, and will also cause more automobile users to use public transportation. Reducing emissions of air pollutants and greenhouse gases from automobiles can improve the lives of all residents of LA. I strongly support the bus lane (bus-only lane). Los Angeles has severe air pollution, so please reduce the number of automobiles and increase the number of buses. Please implement the bus-only lane as soon as possible; this is a very important environmental policy for LA.

성함 Sum Hee

주소: 1137 S Bronson Ave #20

이메일 _____ 전화번호 213-500-2115

환경 영향 조사 : 윌셔 버스전용차선에 대한 시민 의견서

2009년, 10월 21일

교통국, 엘에이 시와 엘에이 카운티 및 환경영향 조사 담당자들에게,

제 이름은 KANG SOON KO이며, 발렌시아에서 부터 쉐티넬라까지, 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 가져올겁니다. 자동차에서 나오는 대기 오염물질과 온실가스 배출을 줄이면 엘에이 주민 모두의 삶을 향상시킬수있습니다.

저는 찬성 할 자꾸 노면 입니다
시각님 빨리 버스 전용차선을 노아주세요
요금도 올리지 않기를 희망 부탁드립니다
우리 모든사람들은 공해 때문에 비키하고 여차된것입니다

버스전용차선은 매우 중요한 엘에이 환경 정책으로 빠른 시일내에 시행해주시길 부탁드립니다.

Translation:

I support the implementation of a bus-only lane on Wilshire for the 9.6 miles from Valencia to Centinela. This project will benefit thousands of passengers using the Wilshire Bus by reducing travel time, and will also cause more automobile users to use public transportation. Reducing emissions of air pollutants and greenhouse gases from automobiles can improve the lives of all residents of LA. I am elderly person and an asthmatic. Mr. Mayor, please set up the bus-only lane quickly. And please, I ask you to do it without raising the fares. All of us are suffering because of air pollution. Please implement the bus-only lane as soon as possible; this is a very important environmental policy for LA.

KANG SOON KO
성함

주소: 210W, 7th St #119

이메일 _____ 전화번호 213-623-3256

환경영향 조사 : 월셔 버스전용차선에 대한 시민 의견서

2009년, 10월 21일

교통국, 엘에이 시와 엘에이 카운티 및 환경영향 조사 담당자들에게,

제 이름은 FLORES YUNG SOK이며, 발렌시아에서 부터 썬티넬라까지, 총 9.6 마일간에 월셔 버스 전용 차선 실행을 지지합니다. 이 프로젝트는 월셔 버스를 사용하는 수 천명의 승객들에게 이동 시간을 절약 하는 혜택을 주며 더 많은 자동차 이용자들이 대중교통을 이용하게 하는 효과도 가져올겁니다. 자동차에서 나오는 대기 오염물질과 온실가스 배출을 줄이면 엘에이 주민 모두의 삶을 향상시킬수있습니다.

버스
저는 LA 버스 전용차선 실행을 지원하길 원하며 지지 합니다
왜냐 하면 LA는 자동차 교통을 인기 비어 버스 를 인기
보는 신민 들의 여리 가지 지영 향을 서비 하고
있습 니다. 우린 모든 신민 들은 수행 하는 바우 를 생각 하고
계속 하고 계속 하고 계속 하고
버스전용차선은 매우 중요한 엘에이 환경 정책으로 빠른 시일내에 시행해주시길

부탁드립니다.

Translation:
I support the implementation of a bus-only lane on Wilshire for the 9.6 miles from Valencia to Centinela. This project will benefit thousands of passengers using the Wilshire Bus by reducing travel time, and will also cause more automobile users to use public transportation. Reducing emissions of air pollutants and greenhouse gases from automobiles can improve the lives of all residents of LA. I strongly support the LA bus-only lane. Due to the emissions from the flood of cars in LA, all the citizens are suffering and dying from various diseases. I ask you to please take care of us immigrants. Please implement the bus-only lane as soon as possible; this is a very important environmental policy for LA.

성명 Yung Sok Flores

주소: 732 S. DONNIE BRAE ST #412 CALA 90057

이메일 _____ 전화번호: 213-413-4590

환경영향조사: 윌셔 버스전용차선에 대한 시민 의견서

2009년, 10월 21일

교통국, 엘에이 시와 엘에이 카운티 및 환경영향조사 담당자들에게,

제 이름은 오성희이며, 발렌시아에서 부터 센티넬라까지, 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 가져올겁니다. 자동차에서 나오는 대기 오염물질과 온실가스 배출을 줄이면 엘에이 주민 모두의 삶을 향상시킬수있습니다.

Bus 전용차선을 원래 위치 상에서
LA 공기를 좀더 쾌적하고 맑게 하기 위해서
정체 없는 편리한 길이니 추진 하시길 바랍니다

버스전용차선은 매우 중요한 엘에이 환경 정책으로 빠른 시일내에 시행해주시길 부탁드립니다.

Translation:
I support the implementation of a bus-only lane on Wilshire for the 9.6 miles from Valencia to Centinela. This project will benefit thousands of passengers using the Wilshire Bus by reducing travel time, and will also cause more automobile users to use public transportation. Reducing emissions of air pollutants and greenhouse gases from automobiles can improve the lives of all residents of LA. I strongly support the bus-only lane. This will reduce LA's air pollution and make the air fresher and cleaner. Please bear in mind the great importance of this issue. Please implement the bus-only lane as soon as possible; this is a very important environmental policy for LA.

B. Anthony Bank
성함

주소: 4163 N. NIROB ST #112

이메일 _____ 전화번호: 5(213) 505 7814

환경영향조사: 윌셔 버스전용차선에 대한 시민 의견서

2009년, 10월 2일

교통국, 엘에이 시와 엘에이 카운티 및 환경영향조사 담당자들에게,

제 이름은 KATTY YI이며, 발렌시아에서 부터 쉐티넬라까지, 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 가져올겁니다. 자동차에서 나오는 대기 오염물질과 온실가스 배출을 줄이면 엘에이 주민 모두의 삶을 향상시킬수있습니다.

요금도 올리지 말고 버스 전용 차선을 가지
합니다 자동차도 줄이고 LA는 공해가 해결될 것입니다

버스전용차선은 매우 중요한 엘에이 환경 정책으로 빠른 시일내에 시행해주시길 부탁드립니다.

Translation:

I support the implementation of a bus-only lane on Wilshire for the 9.6 miles from Valencia to Centinela. This project will benefit thousands of passengers using the Wilshire Bus by reducing travel time, and will also cause more automobile users to use public transportation. Reducing emissions of air pollutants and greenhouse gases from automobiles can improve the lives of all residents of LA. I support the bus-only lane, without an increase in fares. This will reduce the number of automobiles and help to solve LA's air pollution. Please implement the bus-only lane as soon as possible; this is a very important environmental policy for LA.

KATTY YI
성함

주소: 2711 Ellendale PL #115 LA CA 90007

이메일 _____ 전화번호: 323-731-7862

환경영향조사: 윌셔 버스전용차선에 대한 시민 의견서

2009년, 10월 21 일

교통국, 엘에이 시와 엘에이 카운티 및 환경영향조사 담당자들에게,

제 이름은 이 경식이며, 발렌시아에서 부터 쉐티넬라까지, 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 가져올겁니다. 자동차에서 나오는 대기 오염물질과 온실가스 배출을 줄이면 엘에이 주민 모두의 삶을 향상시킬수있습니다.

30년 말등안래의(계획은)
요금을 올리지 말고
전용차선 지지 한다.
공해 때문에 천식환자도 많고 알러지도
많으니 공해가 없애주치기 바랍니다

버스전용차선은 매우 중요한 엘에이 환경 정책으로 빠른 시일내에 시행해주시길 부탁드립니다.

Translation:

I support the implementation of a bus-only lane on Wilshire for the 9.6 miles from Valencia to Centinela. This project will benefit thousands of passengers using the Wilshire Bus by reducing travel time, and will also cause more automobile users to use public transportation. Reducing emissions of air pollutants and greenhouse gases from automobiles can improve the lives of all residents of LA. 30 years (as planned) is out of the question. I support the bus-only lane without an increase in fares. There are many asthmatics and allergies due to the air pollution; please eliminate air pollution. Please implement the bus-only lane as soon as possible; this is a very important environmental policy for LA.

Lee Kyung Sik
성함

주소: 2111 Wendale Pl LA CA 90065

이메일 _____ 전화번호: (323) 133-0256

환경영향조사 : 윌셔 버스전용차선에 대한 시민 의견서

2009년, 10월 20일

교통국, 엘에이 시와 엘에이 카운티 및 환경영향조사 담당자들에게,

제 이름은 윤옥숙이며, 발렌시아에서 부터 쎄티넬라까지, 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 가져올겁니다. 자동차에서 나오는 대기 오염물질과 온실가스 배출을 줄이면 엘에이 주민 모두의 삶을 향상시킬수있습니다.

Bus 전용차선설정을 절대 지지합니다

버스전용차선은 매우 중요한 엘에이 환경 정책으로 빠른 시일내에 시행해주시길 부탁드립니다.

Translation:
I support the implementation of a bus-only lane on Wilshire for the 9.6 miles from Valencia to Centinela. This project will benefit thousands of passengers using the Wilshire Bus by reducing travel time, and will also cause more automobile users to use public transportation. Reducing emissions of air pollutants and greenhouse gases from automobiles can improve the lives of all residents of LA. I strongly support the establishment of a bus-only lane. Please implement the bus-only lane as soon as possible; this is a very important environmental policy for LA.

Ok Soeky son
성암

주소: 3102 S. Vermont Ave #148 LA, CA 90007

이메일 _____ 전화번호: 323-733-5180

환경영향조사 : 월셔 버스전용차선에 대한 시민 의견서

2009년, 10월 ____일

교통국, 엘에이 시와 엘에이 카운티 및 환경영향조사 담당자들에게,

제 이름은 박광숙이며, 발렌시아에서 부터 썬티넬라까지, 총 9.6 마일간에 월셔 버스 전용 차선 실행을 지지합니다. 이 프로젝트는 월셔 버스를 사용하는 수 천명의 승객들에게 이동 시간을 절약 하는 혜택을 주며 더 많은 자동차 이용자들이 대중교통을 이용하게 하는 효과도 가져올겁니다. 자동차에서 나오는 대기 오염물질과 온실가스 배출을 줄이면 엘에이 주민 모두의 삶을 향상시킬수있습니다.

Bus 전용 차선을 빨리 지리합니다

버스전용차선은 매우 중요한 엘에이 환경 정책으로 빠른 시일내에 시행해주시길 부탁드립니다.

Translation:

I support the implementation of a bus-only lane on Wilshire for the 9.6 miles from Valencia to Centinela. This project will benefit thousands of passengers using the Wilshire Bus by reducing travel time, and will also cause more automobile users to use public transportation. Reducing emissions of air pollutants and greenhouse gases from automobiles can improve the lives of all residents of LA. I strongly support the bus-only lane. Please implement the bus-only lane as soon as possible; this is a very important environmental policy for LA.

Kwang Suk Park
성암

주소: 1200 S Union Ave 90015-4542 LA CA

이메일 _____ 전화번호: 213-487-4450

환경영향 조사 : 윌셔 버스전용차선에 대한 시민 의견서

2009년, 10월 20 일

교통국, 엘에이 시와 엘에이 카운티 및 환경영향 조사 담당자들에게,

제 이름은 공원석이며, 발렌시아에서 부터 센티넬라까지, 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 가져올겁니다. 자동차에서 나오는 대기 오염물질과 온실가스 배출을 줄이면 엘에이 주민 모두의 삶을 향상시킬수있습니다.

대기 오염을 줄이고 버스 이용 차선은 지지합니다

버스전용차선은 매우 중요한 엘에이 환경 정책으로 빠른 시일내에 시행해주시길 부탁드립니다.

Translation:
I support the implementation of a bus-only lane on Wilshire for the 9.6 miles from Valencia to Centinela. This project will benefit thousands of passengers using the Wilshire Bus by reducing travel time, and will also cause more automobile users to use public transportation. Reducing emissions of air pollutants and greenhouse gases from automobiles can improve the lives of all residents of LA. I support the bus-only lane and the reduction of air pollution. Please implement the bus-only lane as soon as possible; this is a very important environmental policy for LA.

공원석 (Willie Kong)
성암

주소: 5740 VIA DEL COYOTE, YORBA LINDA, CA. 92887

이메일 _____ 전화번호: (714) 970-5621

환경 영향 조사 : 윌셔 버스전용차선에 대한 시민 의견서

2009년, 10월 20일

교통국, 엘에이 시와 엘에이 카운티 및 환경영향 조사 담당자들에게,

제 이름은 조 용 라이며, 발렌시아에서 부터 썬티넬라까지, 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 가져올겁니다. 자동차에서 나오는 대기 오염물질과 온실가스 배출을 줄이면 엘에이 주민 모두의 삶을 향상시킬수있습니다.

상기사항과 오염물질을 줄이고 온실가스 배출을
줄여 주시기 바랍니다.
전용 차선을 절대 지지 합니다.

버스전용차선은 매우 중요한 엘에이 환경 정책으로 빠른 시일내에 시행해주시길 부탁드립니다.

Translation:

I support the implementation of a bus-only lane on Wilshire for the 9.6 miles from Valencia to Centinela. This project will benefit thousands of passengers using the Wilshire Bus by reducing travel time, and will also cause more automobile users to use public transportation. Reducing emissions of air pollutants and greenhouse gases from automobiles can improve the lives of all residents of LA. Please help to reduce the emissions of pollutants and greenhouse gases. I strongly support the bus-only lane. Please implement the bus-only lane as soon as possible; this is a very important environmental policy for LA.

조 용 라

성암

주소: 345 COLUMBIA AVE Los Angeles, CA 90017

이메일 _____ 전화번호: (213) 989-6946

환경 영향 조사 : 윌셔 버스전용차선에 대한 시민 의견서

2009년, 10월 스으 일

교통국, 엘에이 시와 엘에이 카운티 및 환경영향 조사 담당자들에게,

제 이름은 강성열이며, 발렌시아에서 부터 쎄티넬라까지, 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 가져올겁니다. 자동차에서 나오는 대기 오염물질과 온실가스 배출을 줄이면 엘에이 주민 모두의 삶을 향상시킬수있습니다.

전용 차선에 대해 적극적으로 지지합니다

버스전용차선은 매우 중요한 엘에이 환경 정책으로 빠른 시일내에 시행해주시길 부탁드립니다.

Translation:

I support the implementation of a bus-only lane on Wilshire for the 9.6 miles from Valencia to Centinela. This project will benefit thousands of passengers using the Wilshire Bus by reducing travel time, and will also cause more automobile users to use public transportation. Reducing emissions of air pollutants and greenhouse gases from automobiles can improve the lives of all residents of LA. I firmly support the lane. Please implement the bus-only lane as soon as possible; this is a very important environmental policy for LA.

강성열

성함

주소: 1034 S CATALINA ST 19

이메일 _____ 전화번호: 213-380-5958

환경영향조사 : 윌셔 버스전용차선에 대한 시민 의견서

2009년, 10월 20일

교통국, 엘에이 시와 엘에이 카운티 및 환경영향조사 담당자들에게,

제 이름은 박인순이며, 발렌시아에서 부터 센티넬라까지, 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 가져올겁니다. 자동차에서 나오는 대기 오염물질과 온실가스 배출을 줄이면 엘에이 주민 모두의 삶을 향상시킬수있습니다.

BUS 전용 차선을 절대 지지합니다

버스전용차선은 매우 중요한 엘에이 환경 정책으로 빠른 시일내에 시행해주시길 부탁드립니다.

Translation:
I support the implementation of a bus-only lane on Wilshire for the 9.6 miles from Valencia to Centinela. This project will benefit thousands of passengers using the Wilshire Bus by reducing travel time, and will also cause more automobile users to use public transportation. Reducing emissions of air pollutants and greenhouse gases from automobiles can improve the lives of all residents of LA. I strongly support the bus-only lane. Please implement the bus-only lane as soon as possible; this is a very important environmental policy for LA.

박인순
성명

주소: 181 S Binsette Pl

이메일 _____ 전화번호: 323-~~303~~ 903-3088

환경 영향 조사 : 윌셔 버스전용차선에 대한 시민 의견서

2009년, 10월 17일

교통국, 엘에이 시와 엘에이 카운티 및 환경영향 조사 담당자들에게,

제 이름은 백영국이며, 발렌시아에서 부터 쉐티넬라까지, 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 가져올겁니다. 자동차에서 나오는 대기 오염물질과 온실가스 배출을 줄이면 엘에이 주민 모두의 삶을 향상시킬수있습니다.

더 많은 공공 교통수단 (~~버스 전용차선~~)
유지 추진 해야겠습니다.

버스전용차선은 매우 중요한 엘에이 환경 정책으로 빠른 시일내에 시행해주시길 부탁드립니다.

백영국
성함

주소: 3500 W. Washington Blvd, L.A. CA. 90018

이메일 _____ 전화번호: 213-453-7340

Translation:

I support the implementation of a bus-only lane on Wilshire for the 9.6 miles from Valencia to Centinela. This project will benefit thousands of passengers using the Wilshire Bus by reducing travel time, and will also cause more automobile users to use public transportation. Reducing emissions of air pollutants and greenhouse gases from automobiles can improve the lives of all residents of LA. There need to be more means of public transportation. Please implement the bus-only lane as soon as possible; this is a very important environmental policy for LA.

환경영향조사 : 윌셔 버스전용차선에 대한 시민 의견서

2009년, 10월 20일

교통국, 엘에이 시와 엘에이 카운티 및 환경영향조사 담당자들에게,

제 이름은 Junghee Lee이며, 발렌시아에서부터 센티넬라까지, 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 가져올겁니다. 자동차에서 나오는 대기 오염물질과 온실가스 배출을 줄이면 엘에이 주민 모두의 삶을 향상시킬수있습니다.

대중교통 이용으로 공해를 줄이는것이 환경을 파괴하지 않고 모두가 함께 살수있는 길이다

버스전용차선은 매우 중요한 엘에이 환경 정책으로 빠른 시일내에 시행해주시길 부탁드립니다.

Translation:

I support the implementation of a bus-only lane on Wilshire for the 9.6 miles from Valencia to Centinela. This project will benefit thousands of passengers using the Wilshire Bus by reducing travel time, and will also cause more automobile users to use public transportation. Reducing emissions of air pollutants and greenhouse gases from automobiles can improve the lives of all residents of LA. Reducing air pollution by using public transportation is the way for us all to be able to live together without destroying the environment. Please implement the bus-only lane as soon as possible; this is a very important environmental policy for LA.

이 경 리
성함

주소: 25743 Silver Aspen Way #814

이메일 jungheeus@hotmail.com 전화번호: 213-475-4240

환경영향조사 : 윌셔 버스전용차선에 대한 시민 의견서

2009년, 10월 19 일

교통국, 엘에이 시와 엘에이 카운티 및 환경영향조사 담당자들에게,

제 이름은 Donald P. Lu이며, 발렌시아에서 부터 썬티넬라까지, 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 가져올겁니다. 자동차에서 나오는 대기 오염물질과 온실가스 배출을 줄이면 엘에이 주민 모두의 삶을 향상시킬수있습니다.

버스전용차선은 매우 중요한 엘에이 환경 정책으로 빠른 시일내에 시행해주시길 부탁드립니다.

Translation:

I support the implementation of a bus-only lane on Wilshire for the 9.6 miles from Valencia to Centinela. This project will benefit thousands of passengers using the Wilshire Bus by reducing travel time, and will also cause more automobile users to use public transportation. Reducing emissions of air pollutants and greenhouse gases from automobiles can improve the lives of all residents of LA. Please implement the bus-only lane as soon as possible; this is a very important environmental policy for LA.

이 동 호

성함

주소: _____

이메일 _____

전화번호: 213-254-7262

환경영향 조사 : 윌셔 버스전용차선에 대한 시민 의견서

2009년, 10월 19일

교통국, 엘에이 시와 엘에이 카운티 및 환경영향 조사 담당자들에게,

제 이름은 Bryon Paek이며, 발렌시아에서 부터 센티넬라까지, 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 가져올겁니다. 자동차에서 나오는 대기 오염물질과 온실가스 배출을 줄이면 엘에이 주민 모두의 삶을 향상시킬수있습니다.

더 많은 사람들이 대중교통을 이용하기를
원하는 사람들이 많습니다.
특히 L.A.의 공기 오염을 줄이기 위한 방안은
위해 노력해야 합니다.

버스전용차선은 매우 중요한 엘에이 환경 정책으로 빠른 시일내에 시행해주시길 부탁드립니다.

Translation:
I support the implementation of a bus-only lane on Wilshire for the 9.6 miles from Valencia to Centinela. This project will benefit thousands of passengers using the Wilshire Bus by reducing travel time, and will also cause more automobile users to use public transportation. Reducing emissions of air pollutants and greenhouse gases from automobiles can improve the lives of all residents of LA. Please strive to make it possible for more people to use public transportation. In particular, efforts need to be made to reduce the air pollution in LA. Please implement the bus-only lane as soon as possible; this is a very important environmental policy for LA.

백병희
성함

주소: 3500 W. Washington Blvd. L.A. CA. 90018

이메일 _____ 전화번호: (213) 700-8432

환경 영향 조사 : 윌셔 버스전용차선에 대한 시민 의견서

2009년, 10월 17일

교통국, 엘에이 시와 엘에이 카운티 및 환경영향 조사 담당자들에게,

제 이름은 Yagho Kim이며, 발렌시아에서 부터 쉐티넬라까지, 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 가져올겁니다. 자동차에서 나오는 대기 오염물질과 온실가스 배출을 줄이면 엘에이 주민 모두의 삶을 향상시킬수있습니다.

Please possible for all riders, seniors

버스전용차선은 매우 중요한 엘에이 환경 정책으로 빠른 시일내에 시행해주시길 부탁드립니다.

Translation:

I support the implementation of a bus-only lane on Wilshire for the 9.6 miles from Valencia to Centinela. This project will benefit thousands of passengers using the Wilshire Bus by reducing travel time, and will also cause more automobile users to use public transportation. Reducing emissions of air pollutants and greenhouse gases from automobiles can improve the lives of all residents of LA. Please possible for all riders, seniors. Please implement the bus-only lane as soon as possible; this is a very important environmental policy for LA.

Y/K

성함

주소: 900 cen shire bl WLA CA 90019

이메일 Yokine@gmail.com 전화번호: 323 2415309

환경영향 조사 : 윌셔 버스전용차선에 대한 시민 의견서

2009년, 10월 19일

교통국, 엘에이 시와 엘에이 카운티 및 환경영향 조사 담당자들에게,

제 이름은 JD Cui이며, 발렌시아에서부터 쉐티넬라까지, 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 가져올겁니다. 자동차에서 나오는 대기 오염물질과 온실가스 배출을 줄이면 엘에이 주민 모두의 삶을 향상시킬수있습니다.

Bus 전용차선을 지지합니다

버스전용차선은 매우 중요한 엘에이 환경 정책으로 빠른 시일내에 시행해주시길 부탁드립니다.

Translation:

I support the implementation of a bus-only lane on Wilshire for the 9.6 miles from Valencia to Centinela. This project will benefit thousands of passengers using the Wilshire Bus by reducing travel time, and will also cause more automobile users to use public transportation. Reducing emissions of air pollutants and greenhouse gases from automobiles can improve the lives of all residents of LA. I support the bus-only lane. Please implement the bus-only lane as soon as possible; this is a very important environmental policy for LA.

JD Cui
성함

주소: 1709 WS St #616 L.A, CA. 90017

이메일 _____ 전화번호: 213 484 0907

환경영향조사 : 윌셔 버스전용차선에 대한 시민 의견서

2009년, 10월 19일

교통국, 엘에이 시와 엘에이 카운티 및 환경영향조사 담당자들에게,

제 이름은 Hee Joo Yoon 이며, 발렌시아에서 부터 쎄티넬라까지, 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 가져올겁니다. 자동차에서 나오는 대기 오염물질과 온실가스 배출을 줄이면 엘에이 주민 모두의 삶을 향상시킬수있습니다.

교통 혼잡을 방지하고, + 대중교통을 확대할 수 있도록
또한 환경에도 도움이 될 수 있도록
버스 전용 차선을 실행해 주십시오.

버스전용차선은 매우 중요한 엘에이 환경 정책으로 빠른 시일내에 시행해주시길 부탁드립니다.

Translation:

I support the implementation of a bus-only lane on Wilshire for the 9.6 miles from Valencia to Centinela. This project will benefit thousands of passengers using the Wilshire Bus by reducing travel time, and will also cause more automobile users to use public transportation. Reducing emissions of air pollutants and greenhouse gases from automobiles can improve the lives of all residents of LA. Please implement the bus-only lane so as to prevent traffic congestion, enable the creation of a pleasant environment, and make it possible to expand public transportation. Please implement the bus-only lane as soon as possible; this is a very important environmental policy for LA.

Hee Joo Yoon
성함

주소: 825 S. Hobart Bl. #218 LA CA 90005

이메일 hj@krcla.org 전화번호: 323-937-3718

환경영향조사 : 윌셔 버스전용차선에 대한 시민 의견서

2009년, 10월 19일

교통국, 엘에이 시와 엘에이 카운티 및 환경영향조사 담당자들에게,

제 이름은 박 양희이며, 발렌시아에서 부터 센티넬라까지, 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 가져올겁니다. 자동차에서 나오는 대기 오염물질과 온실가스 배출을 줄이면 엘에이 주민 모두의 삶을 향상시킬수있습니다.

대기 오염 방지를 위해, 모든 사람들이 이용할 수 있도록 버스 전용 차선이 필요합니다.

많은 사람들이 이용함으로써 비용도 절감될 수 있습니다. 꼭 버스 전용 차선을 만들어 교통의 흐름이 원활 하도록 해야 합니다.

버스전용차선은 매우 중요한 엘에이 환경 정책으로 빠른 시일내에 시행해주시길 부탁드립니다.

Translation:
I support the implementation of a bus-only lane on Wilshire for the 9.6 miles from Valencia to Centinela. This project will benefit thousands of passengers using the Wilshire Bus by reducing travel time, and will also cause more automobile users to use public transportation. Reducing emissions of air pollutants and greenhouse gases from automobiles can improve the lives of all residents of LA. A bus-only lane is needed in order for all people to be able to use the bus, and reduce air pollution. Many people can conserve expenses by using it. It is very necessary to establish a bus-only lane and improve the smooth flow of traffic. Please implement the bus-only lane as soon as possible; this is a very important environmental policy for LA.

성함 박 양희

주소: 23806 Ocean Ave #1 Torrance, CA 90505

이메일 ypark67@krcla.org 전화번호: 323-937-3718

환경영향 조사 : 윌셔 버스전용차선에 대한 시민 의견서

2009년, 10월 11 일

교통국, 엘에이 시와 엘에이 카운티 및 환경영향 조사 담당자들에게,

제 이름은 Kim, Hee DOK이며, 발렌시아에서 부터 쉐티넬라까지, 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 가져올겁니다. 자동차에서 나오는 대기 오염물질과 온실가스 배출을 줄이면 엘에이 주민 모두의 삶을 향상시킬수있습니다.

이것은 349 번 도로를 위한 중요한 환경적으로 지극히 해가 되고 바쁜 승객들을 위해 편리하고 편리하게 되고 승객들을 위하여 이 프로젝트는 349 번 도로를 위한 중요한 환경적으로 지극히 해가 되고 바쁜 승객들을 위하여 이 프로젝트는 매우 중요한 엘에이 환경 정책으로 빠른 시일내에 시행해주시길 부탁드립니다.

Translation:
I support the implementation of a bus-only lane on Wilshire for the 9.6 miles from Valencia to Centinela. This project will benefit thousands of passengers using the Wilshire Bus by reducing travel time, and will also cause more automobile users to use public transportation. Reducing emissions of air pollutants and greenhouse gases from automobiles can improve the lives of all residents of LA. I firmly support the bus-only lane. Please implement it without an increase in fares. Please implement the bus-only lane as soon as possible; this is a very important environmental policy for LA.

Kim, Hee DOK
성함

주소: 211 E. Verdugo St, Los Angeles, CA 90007

이메일: _____ 전화번호: 323-772-8029

환경 영향 조사 : 윌셔 버스전용차선에 대한 시민 의견서

2009년, 10월 17일

교통국, 엘에이 시와 엘에이 카운티 및 환경영향 조사 담당자들에게,

제 이름은 IN JEON SUH이며, 발렌시아에서 부터 쉐티넬라까지, 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 가져올겁니다. 자동차에서 나오는 대기 오염물질과 온실가스 배출을 줄이면 엘에이 주민 모두의 삶을 향상시킬수있습니다. 진왕새신을적취키합니다

참고로 버스조항에게드리노 건이 2011년 전까지 시내 버스정류장
을 2개로 환원시 용량도 부족합니다. 예르름내과 올림픽간
서쪽에서 동쪽으로 진행을 등차기 빈모과 올림픽교차점에서 하차승차시키고
신화열세명출발했는데 현재는 차로로 전이시 즉유소함에 승차해서 귀노기름
더소모되며 시간도 더소모드린것아확실히합니다

버스전용차선은 매우 중요한 엘에이 환경 정책으로 빠른 시일내에 시행해주시길
부탁드립니다.

Translation:
I support the implementation of a bus-only lane on Wilshire for the 9.6 miles from Valencia to Centinela. This project will benefit thousands of passengers using the Wilshire Bus by reducing travel time, and will also cause more automobile users to use public transportation. Reducing emissions of air pollutants and greenhouse gases from automobiles can improve the lives of all residents of LA. I firmly support the bus-only lane. Please also make it possible again to transfer at city bus stops, as was possible until a year ago. For example, getting off or on the bus going from west to east on Olympic at the intersection of Olympic and Vermont, whereas now getting off or on in front of the gas station after crossing the intersection takes much more time and effort. Please implement the bus-only lane as soon as possible; this is a very important environmental policy for LA.

서민준

성명

주소: 1308 S. NEW HAMPSHIRE AVE #304

이메일

전화번호: (213) 386-3061

환경 영향 조사 : 윌셔 버스전용차선에 대한 시민 의견서

2009년, 10월 17일

교통국, 엘에이 시와 엘에이 카운티 및 환경영향 조사 담당자들에게,

제 이름은 SHEONG R. KIM이며, 발렌시아에서 부터 센티넬라까지, 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 가져올겁니다. 자동차에서 나오는 대기 오염물질과 온실가스 배출을 줄이면 엘에이 주민 모두의 삶을 향상시킬수있습니다.

추가적인 버스 운전장들이 승객을 위하여 좀더 세심한 서비스를 해주시길 요구합니다.
예, 정류장에서 승객을 태울때 자기들의 시간이 없으면 그대로 통과 한다든지, 승객이 많으면 논스탑으로 통과 한다든지 승객이 자리나 핸드를 잡지 않았는데도 그대로 START 한다든지 ... 좀더 시간을 가지고 운행할수 있는건지?
버스전용차선은 매우 중요한 엘에이 환경 정책으로 빠른 시일내에 시행해주시길

SHEONG RAE KIM 김대영
성암

주소: 4250 MARATHON ST #409 LA CA 90029

이메일 _____ 전화번호: 213-344-6693
323-660-2980

Translation:
I support the implementation of a bus-only lane on Wilshire for the 9.6 miles from Valencia to Centinela. This project will benefit thousands of passengers using the Wilshire Bus by reducing travel time, and will also cause more automobile users to use public transportation. Reducing emissions of air pollutants and greenhouse gases from automobiles can improve the lives of all residents of LA. As an additional matter, I implore the bus drivers to provide somewhat more considerate service for passengers. For example, simply passing by the bus stop if they have no time to pick up passengers, or passing through nonstop if they have too many passengers, or starting even when the passengers have not grasped hold of a seat or handle... can't you take just a little more time? Please implement the bus-only lane as soon as possible; this is a very important environmental policy for LA.

TABLE 9-2: PROJECT ALTERNATIVE SIGNIFICANT IMPACT SUMMARY

Intersection	Year 2012 AM Peak Hour				Year 2012 PM Peak Hour				Year 2020 AM Peak Hour				Year 2020 PM Peak Hour				Overall Results				
	Significant Impact	Fully Mitigated	Partially Mitigated	No Feasible Mitigation	Significant Impact	Fully Mitigated	Partially Mitigated	No Feasible Mitigation	Significant Impact	Fully Mitigated	Partially Mitigated	No Feasible Mitigation	Significant Impact	Fully Mitigated	Partially Mitigated	No Feasible Mitigation	Significant Impact	Fully Mitigated	Partially Mitigated	No Feasible Mitigation	Significant Impact after Mitigation
1. Veteran Ave/Sunset Blvd									X			X					X			X	X
5. Bundy Dr/Wilshire Blvd	X		X		X		X		X		X		X		X		X		X		X
6. Barrington Ave/Wilshire Blvd	X	X							X	X							X	X			
11. Beverly Glen Blvd/Wilshire Blvd	X	X							X	X				X	X		X	X			
21. Veteran Ave/ Santa Monica Blvd					X		X										X		X		X
22. Westwood Blvd/Santa Monica Blvd									X	X							X	X			
23. Overland Ave/Santa Monica Blvd					X			X					X			X	X			X	X
24. Beverly Glen Blvd/Santa Monica Blvd	X	X			X			X									X			X	X
28. Bundy Dr/Olympic Blvd	X	X							X	X				X	X		X	X			
32. Westwood Blvd/Olympic Blvd	X		X														X		X		X
34. Beverly Glen Blvd/Olympic Blvd					X	X							X	X			X	X			
39. Westwood Blvd/Pico Blvd					X			X									X			X	X
53. Fairfax Ave/Wilshire Blvd	X		X						X		X						X		X		X
54. La Brea Ave/Wilshire Blvd	X	X							X		X						X		X		X
55. Highland Ave/Wilshire Blvd	X	X															X	X			
67. Fairfax Ave/Olympic Blvd	X	X			X	X			X	X			X	X			X	X			
69. La Brea Ave/Olympic Blvd									X	X							X	X			
70. Highland Ave/Olympic Blvd													X	X			X	X			
71. Crenshaw Blvd/Olympic Blvd	X	X							X	X			X	X			X	X			
TOTAL	10	7	3	0	7	2	2	3	11	7	3	1	8	6	1	1	19	10	5	4	9



**TABLE 9-8: YEAR 2012 WITH PROJECT ALTERNATIVE
PM PEAK HOUR LOS AT IMPACTED INTERSECTIONS WITH MITIGATION**

Intersection	2012 Without Project		Mitigated 2012 With Project Alternative		Change in Delay	Threshold	Significant Impact?	Percent of Impact Mitigated
	Delay (sec)	LOS	Delay (sec)	LOS				
5. Bundy Dr/Wilshire Blvd	77.2	E	101.4	F	24.2	2.5	Yes	10%
6. Barrington Ave/Wilshire Blvd	32.9	C	27.0	C	-5.9	6.0	No	100%
11. Beverly Glen Blvd/Wilshire Blvd	38.1	D	39.5	D	1.4	4.0	No	100%
21. Veteran Ave/ Santa Monica Blvd	61.2	E	64.9	E	3.7	2.5	Yes	68%
23. Overland Ave/Santa Monica Blvd	72.9	E	80.8	F	7.9	2.5	Yes	0%
<u>24. Beverly Glen Blvd/Santa Monica Blvd</u>	<u>48.9</u>	<u>D</u>	<u>53.9</u>	<u>D</u>	<u>5.0</u>	<u>4.0</u>	<u>Yes</u>	<u>0%</u>
28. Bundy Drive/Olympic Blvd	73.3	E	69.2	E	-4.1	2.5	No	100%
32. Westwood Blvd/Olympic Blvd	44.6	D	42.3	D	-2.4	4.0	No	100%
34. Beverly Glen Blvd/Olympic Blvd	49.0	D	47.5	D	-1.5	4.0	No	100%
39. Westwood Blvd/Pico Blvd	70.1	E	74.6	E	4.5	2.5	Yes	0%
53. Fairfax Ave/Wilshire Blvd	151.5	F	146.2	F	-5.3	2.5	No	100%
54. La Brea Ave/Wilshire Blvd	34.8	C	34.5	C	-0.3	4.0	No	100%
55. Highland Ave/Wilshire Blvd	38.6	D	36.3	D	-2.3	4.0	No	100%
67. Fairfax Ave/Olympic Blvd	60.9	E	56.7	E	-4.2	2.5	No	100%
71. Crenshaw Blvd/Olympic Blvd	51.8	D	39.4	D	-12.4	4.0	No	100%

Notes:
 HCM 2000 Operations Methodology
 Delay = Average Vehicle Delay (Seconds), LOS = Level of Service

As shown in **Tables 9-7 and 9-8**, 8 of the 15 significantly impacted intersections are reduced to a level considered less than significant with implementation of the mitigation measures for year 2012 with Project Alternative conditions.

As also shown in **Tables 9-7 and 9-8**, the project’s impact is reduced at the following four significantly impacted intersections during a.m. and/or p.m. peak hour conditions, but not enough to fully mitigate the project’s impact:

- Bundy Drive/Wilshire Boulevard;
- Veteran Avenue/Santa Monica Boulevard;
- Westwood Boulevard/Olympic Boulevard; and
- Fairfax Avenue/Wilshire Boulevard.

The following three intersections are forecast to remain significantly impacted in year 2012 with Project Alternative conditions since no feasible mitigation measure could be identified:

- Overland Avenue/Santa Monica Boulevard;
- Beverly Glen Boulevard/Santa Monica Boulevard; and
- Westwood Boulevard/Pico Boulevard.



Table 9-9 presents the mitigated year 2020 with Project Alternative intersection operating conditions for the a.m. peak hour at the mitigated intersections.

**TABLE 9-9: YEAR 2020 WITH PROJECT ALTERNATIVE
AM PEAK HOUR LOS AT IMPACTED INTERSECTIONS WITH MITIGATION**

Intersection	2020 Without Project		Mitigated 2020 With Project Alternative		Change in Delay	Threshold	Significant Impact?	Percent of Impact Mitigated
	Delay (sec)	LOS	Delay (sec)	LOS				
1. Veteran Ave/Sunset Blvd	103.4	F	107.0	F	3.6	2.5	Yes	0%
5. Bundy Dr/Wilshire Blvd	63.7	E	101.1	F	37.4	2.5	Yes	7%
6. Barrington Ave/Wilshire Blvd	38.1	D	40.3	D	2.2	4.0	No	100%
11. Beverly Glen Blvd/Wilshire Blvd	36.1	D	39.9	D	3.8	4.0	No	100%
22. Westwood Blvd/Santa Monica Blvd	122.2	F	118.1	F	-4.1	2.5	No	100%
28. Bundy Dr/Olympic Blvd	100.3	F	90.1	F	-10.2	2.5	No	100%
34. Beverly Glen Blvd/Olympic Blvd	69.0	E	71.1	E	2.1	2.5	No	100%
53. Fairfax Ave/Wilshire Blvd	111.2	F	127.5	F	16.3	2.5	Yes	15%
54. La Brea Ave/Wilshire Blvd	39.0	D	48.3	D	9.3	4.0	Yes	32%
67. Fairfax Ave/Olympic Blvd	35.0	D	37.8	D	2.8	4.0	No	100%
69. La Brea Ave/Olympic Blvd	53.7	D	42.7	D	-11.0	2.5	No	100%
70. Highland Ave/Olympic Blvd	50.7	D	33.5	C	-17.2	6.0	No	100%
71. Crenshaw Blvd/Olympic Blvd	73.5	E	71.8	E	-1.7	2.5	No	100%

Notes:
 HCM 2000 Operations Methodology
 Delay = Average Vehicle Delay (Seconds), LOS = Level of Service

Table 9-10 presents the mitigated year 2020 with Project Alternative intersection operating conditions for the p.m. peak hour at the mitigated intersections.





TRANSPORTATION
MANAGEMENT
& DESIGN, INC.

Memorandum

To: Rex Gephart, Director of Regional Transit Planning
Los Angeles County Metropolitan Transit Authority (Metro)

From: Joe Forgiarini, TMD

Subject: **Wilshire Bus Speed Improvement Project – Stage Two Analysis**

Date: February 5, 2007

Introduction: During October 2006, Los Angeles City Council approached LACMTA (Metro) for assistance in developing recommendations for improving bus speeds on the Wilshire corridor. There is considerable interest among the Los Angeles City Council and the County Board of Supervisors in optimizing the operation of the Wilshire Metro Rapid Bus Line 720, in order to more fully realize corridor transit ridership potential. This is a precursor to a possible future extension of the Metro Rail service beyond Western Avenue to Santa Monica.

Initial investigation by Los Angeles City Council Department of Transport (LADOT) of full implementation of bus lanes along the Wilshire corridor through City of Los Angeles suggested that an excessively negative impact would be experienced on overall traffic flow and existing curb space allocation. Adding additional lane space for the entire corridor would also be very costly, and potentially wasteful in terms of the limited resulting benefit for transit in many locations. Effort was therefore refocused on identifying segments of the Wilshire corridor with the slowest operating speeds as primary candidates for additional transit priority.

Goals/Methodology: The first stage of the Wilshire Corridor Bus Speed Improvement Project identified potential increases in Metro Rapid operating speeds on Wilshire Boulevard. This second stage of the project is intended to identify specific transit improvements to achieved targeted travel time savings.

This outcome was to be achieved through additional operating data analysis (continuing from Stage One), including electronically collected data, service ridechecks and on-site reviews of intersection performance. The final outcome of the analysis would be a set of transit priority measures designed to achieve the total targeted travel time savings (operating speed improvements) for the Wilshire corridor.

Background Service Details: Line 720 operates up very high service levels, on a limited stops format:
AM Peak: Up to two minute frequency westbound from Vermont (three-four minute eastbound to LA)
Midday: Five-six minute midday frequency both directions
PM Peak: Up to two minute eastbound frequency from Westwood (three-four westbound from LA)
Up to 77 buses (mostly articulated) are deployed in peak periods, with 40 buses in use during the midday.

Line 720 is one of the busiest lines in the LACMTA (Metro) system, with over 41,000 boardings recorded on an average weekday in 3rd Quarter 2006. Local bus lines 20-21 also serves all bus stops on the Wilshire

corridor, with these lines recording over 21,000 boardings for an average weekday. Any improvements for transit on Wilshire Boulevard improves the travel experience for over 60,000 trips per day.

Section One: Summary of Initial Review of Operating Data:

Introduction: Stage One of the Wilshire Corridor Bus Speed Improvements Project for LACMTA (Metro) included a review of weekday operating data for Wilshire Metro Rapid Line 720 bus service. Each line segment (stop to stop) between downtown Los Angeles and Santa Monica was analyzed, using a rich supply of Automatic Passenger Counter (APC) data to identify operating speeds and travel times.

Level One Improvements

Operating Speed Improvements: The initial review identified a first level (Level One) of potential areas for operating speed (travel time) improvements, by removing the worst congestion impacts for each route segment to match the existing fastest daytime operating speeds. This approach targeted savings of up to 15 (18%) of travel time per weekday trip. The suggested speed improvements would be achieved through establishing priority for transit at key congestion locations, with new bus lanes at major intersections.

Operating Cost Savings: Operating cost savings for LACMTA (Metro) from achieving the Level One travel time savings (higher operating speeds) were estimated at \$1.36 million per annum. This was based on an estimated reduction of up to nine buses needed to maintain provide the same Line 720 service level.

Level Two Improvements

Operating Speed Improvements: A more aggressive approach to travel time improvements, a second higher level of speed improvements, was also considered. This approach targeted reducing operating speeds to the levels currently experienced during early morning and late night. Estimated travel time savings of up to 25 (32%) per trip would be likely if this level of speed improvements were achieved. Achieving this second level of priority in many cases was considered to require complete separation of transit and general traffic, including through major intersections.

Operating Cost Savings: Operating cost savings of \$2.92 million per annum for LACMTA (Metro) were estimated for achieving the second level of travel time improvements, with up to eighteen fewer buses estimated to operate the same Line 720 Metro Rapid service.

Targeted Travel Time Improvements: Stage two of the Wilshire Bus Speed Improvement Project focuses on identifying transit priority measures to achieve Level One travel time savings. The targeted total time savings per trip for Level One improvements are set out in Table One below.

Table One: Level One Targeted Travel Time Savings – Wilshire Corridor

Direction/Time Period	AM peak	Midday	PM Peak
Westbound	7 minutes	6 minutes before 11am 9–13 minutes after 11am	10-11 minutes
Eastbound	3-5 minutes	5 minutes before 11am 12-14 minutes after 11am	14-15 minutes

Study Area: Initial investigations included all route segments (stop to stop) from downtown Los Angeles to Santa Monica along the Wilshire corridor. In discussions with LACMTA (Metro) and LADOT, it was decided to focus efforts on Wilshire corridor between Valencia Street (just west of downtown LA) where Metro Rapid buses first join Wilshire Boulevard, and Santa Monica (Ocean/Colorado), 15.6 route miles.

The Wilshire Bus Speed Improvement Project covers potential initiatives in a number of cities. Efforts have focused on identifying key transit priority initiatives for the City of Los Angeles (in partnership with LADOT), as well in the city of Beverly Hills. Both the cities of Beverly Hills and Santa Monica contain a Line 720 segment of just under three miles, with a key short segment (around 0.5 miles) of Wilshire Boulevard near the I-405 Freeway/VA Hospital also belonging to Los Angeles County. LACMTA (Metro) intends to work closely with these authorities to secure their support and involvement.

Section Two: Further Detailed Review of Data:

Introduction: Wilshire Line 720 operating data, including stop to stop travel times, operating speeds, stop dwell times and passenger activity, was obtained for Stage One analysis from automatic passenger counter (APC) - equipped Metro buses. While this data was a good start point to know which segments were most congested, a further level of data precision was required to identify exact problem locations.

Additional data was supplied by LADOT from their Transit Priority Signal System (TPS). This is the same system that grants priority to Line 720 buses. This data summarized average operating speeds and travel times weekdays between transponder loops at all signalized intersections along Wilshire Boulevard in the City of Los Angeles (month of October 2006). The data provided statistics for AM peak (8-9am), midday (1-2pm) and PM peak (5-6pm) periods and formed the basis for further detailed analysis.

Available Operating Data: The LADOT Line 720 TPS operating data allowed for easy identification of signal to signal operating speeds and travel times for around 65 segments in the City of Los Angeles (including the short segment in LA County). The analysis took into account the impact of bus stop dwell times.

Each direction of travel was reviewed separately in the three key time periods (AM peak, Midday, PM Peak). The same rich data source was not yet available in the City of Beverly Hills, which is presently implementing TPS, or the City of Santa Monica, which is considering implementing TPS on four corridors. These areas were reviewed using ridecheck and intersection observation.

Low Operating Speeds: Segments where buses were noted operating at speeds lower than 10 miles per hour (MPH) became the priority for focus. Table Two below shows the number of segments with speeds below 10 MPH, by direction and time of day.

Table 2: LA City: Number of Wilshire Segments Operating < 10 MPH

Direction/Time Period	AM Peak	Midday	PM Peak
Westbound (66 segments)	11	14	13
Eastbound (64 segments)	9	16	20

The data indicates < 10 MPH operating speeds in both peak and midday periods. Problems are not restricted to peak periods. In addition, the number of eastbound segments with < 10 MPH operating speeds doubles across the course of a day, while westbound the number climbs only slightly. Slowest speeds usually involved segments at or approaching major Wilshire corridor intersections within the cities of Los Angeles and Beverly Hills, and even a section of LA County (unincorporated):

- Alvarado
- Vermont
- Normandie
- Western
- La Brea
- Fairfax
- La Cienega (City of Beverly Hills)
- Santa Monica (City of Beverly Hills)
- Westwood
- Sepulveda/I-405 (LA County)

Follow-Up Investigation: Each low operating speed segment was reviewed in the field by a team of LADOT, LACMTA (Metro), and TMD staff. As a result of these visits, strategies were developed with the goal of improving operating speeds to at least 10 MPH in the slow operating segments. These strategies are discussed in Section Five. Initiatives include LACMTA concepts for transit priority at key LA County and City of Beverly Hills intersections.

Section Three: Field Operational Review:

Introduction: To better understand bus operations on the Wilshire corridor, data was collected for a sample of Line 720 trips from AM Peak, Midday and PM Peak periods weekdays. This data would help identify where transit priority measures were most valuable for potential travel time savings.

During the week of December 4 – 8, 2006, TMD staff collected data on approximately 25 Line 720 trips in each direction between just west of downtown Los Angeles and Santa Monica. The staff noted all time spent at bus stops and intersections.

Total Time at Stops and Intersections: From the ridecheck data, an important statistic was to identify the key sources of delay for Line 720. The average time spent at bus stops (from time stopped to time in motion) and time spent clearing intersections (from time stopped on approach to time clear of intersection) were each calculated. The sample results are shown in Table 3a below:

Table 3: Wilshire Line 720: Total Stop or Intersection Time

Line 720 Direction	Time Period	% Time at Stop	% Time at Intersection	% Time Relating to Minor Intersections
Westbound	AM Peak	9.0%	25.4%	58%
Westbound	AM Midday	11.4%	26.9%	66%
Westbound	PM Midday	8.9%	28.4%	70%
Westbound	PM Peak	9.6%	26.6%	56%
Eastbound	AM Peak	8.1%	27.2%	55%
Eastbound	AM Midday	10.0%	28.8%	64%

Eastbound	PM Midday	9.7%	33.8%	68%
Eastbound	PM Peak	8.7%	36.0%	53%

Impact of Stops and Intersections: The sample data in Table 3a clearly shows time delays for buses clearing intersections has the most significant impact compared with time spent at bus stops, representing 25-36% of total travel time, compared with 8-11% of time at bus stops.

Westbound, while the sample percentage of time spent clearing intersections climbs slightly through the midday, it remained reasonably stable (25-28%) overall. Eastbound, however, the time for buses to clear intersections expanded more significantly (from 27 to 36%). Clearly, the eastbound afternoon travel times are impacted by significant congestion.

Time at bus stops increased slightly in the am midday period. This likely reflects likely slightly slower boarding of passengers during these potentially less time sensitive travel periods. Overall, time at stops as a percentage of overall travel time was relatively stable.

Impact of Minor Intersections: There are 90 signalized intersections along Line 720 on Wilshire between the western edge of downtown Los Angeles (Valencia), through the City of Beverly Hills to the western edge of City of Los Angeles (Centinela), with a further 20 within the City of Santa Monica.

In peak periods, between 53-58% of time Line 720 buses did not move related to delays at these minor intersections, compared to time at stops and the 16 major corridor intersections. Impact of minor intersections was slightly lower eastbound compared to westbound, as peak congestion at major intersections is more pronounced eastbound. In the Midday period, impact of minor intersections climbed significantly to 64-70% of total intersection delays, as the impact of major intersections declined somewhat.

Clearly, any reductions in time delayed at minor intersections can positively contribute to Wilshire speed improvements. A number of locations have been selected for trial of extended TPS priority (15 in stead of 10 seconds) to gauge the impact of this extended priority. If successful, this could be expanded to many minor intersections. Even a small saving on average for each intersection counts significantly when duplicated at up to 110 corridor minor intersections.

Adjusting signal timings at minor intersections in general to favor Wilshire more, particularly in the Midday period, may also have a positive impact. This would need to be judged on a case by case basis, recognizing the varied traffic volumes across this group of intersections. Any adjustments also should be well co-ordinated with surrounding major intersections.

Average Time Clearing Intersections: The Line 720 ridecheck data clearly points to severe delays at key Wilshire intersections, particularly pm peak, confirming the LADOT data pointing to problems at:

- Eastbound:
 - Sepulveda Boulevard/I-405
 - Santa Monica Boulevard
 - Robertson Boulevard
 - La Cienega Boulevard
 - Fairfax Avenue
- Westbound:

- La Brea Avenue
- Fairfax Avenue
- La Cienega Boulevard
- Santa Monica Boulevard
- Westwood Boulevard

Average total time delay impact of traffic signals on Line 720 buses eastbound between Santa Monica and downtown Los Angeles climbing from 17 minutes (AM Peak) to 37 minutes (Midday) and 66 minutes (PM Peak). Again, this result indicates that significant effort appears warranted for developing strategies for reducing eastbound Line 720 travel times on Wilshire Corridor.

Westbound operations were less impacted by traffic signal delays. Average total time delay impact of traffic signals varied between 17 and 22 minutes across the different time periods, midday being worst.

Impacts of Congestion: Of particular significance was time noted at intersections where traffic congestion caused buses not to pass through in the first available green signal phase. A full summary of these observations is presented in the technical appendix.

The most frequent and severe instances of buses experiencing multiple traffic signal cycles to clear an intersection were in the pm peak eastbound:

- Sepulveda Boulevard/I-405 Eastbound: Average delay 340 seconds (3 cycles)
- Santa Monica Boulevard Eastbound: Average delay 210 seconds (3 cycles) plus adjacent Whittier Boulevard Eastbound: Average delay 145 seconds (2 signal cycles)

Other intersections with notable frequency and level of congestion impact eastbound in the pm peak were at Robertson and La Cienega Boulevards and Fairfax Avenue.

Westbound, worst impacts of congestion were observed both in the am peak and afternoons at Santa Monica Boulevard and approaching Westwood in the pm peak. Mornings, La Brea Avenue was also experiencing significant problems.

The frequency of traffic congestion causing Line 720 buses not to clear intersections in the first available green cycle on Wilshire Boulevard were 72 incidents eastbound compared with 26 incidents westbound from the sample ridecheck data collected. The frequency and severity of congestion delays was far higher eastbound than westbound, particularly in the pm peak. Again, this data supports significant effort being devoted to eastbound transit priority measures for Wilshire Line 720 operations.

Average Time Per Signal: The average time delay per traffic signal was calculated for the various Line 720 Wilshire Metro Rapid segments, as shown in Table 4 below.

Table 4: Average Time Per Signalized Intersection: Line 720 Metro Rapid

Eastbound	Ave Time	Ave Time	Ave Time	Ave Time			
Per Trip	Per Sig	Per Sig	Per Sig	Per Sig	Total	Total	Signals
Time Period	AM Peak	AM Mid	PM Mid	PM Peak	Signals	Distance	Per Mile
Santa Monica City	5.90	9.10	14.50	11.60	20	2.86	7.0

LA (SM – BH)	13.33	15.11	12.67	37.06	18	3.58	5.0
Beverly Hills City	11.64	15.64	24.36	37.86	22	2.94	7.5
LA (BH-Western)	5.89	8.04	10.54	13.82	28	3.51	8.0
LA (Western - Witmar)	9.73	10.18	9.23	10.86	22	2.69	8.2
Westbound	Ave Time	Ave Time	Ave Time	Ave Time			
Per Trip	Per Sig	Per Sig	Per Sig	Per Sig	Total	Total	Signals
Time Period	AM Peak	AM Mid	PM Mid	PM Peak	Signals	Distance	Per Mile
Santa Monica City	9.55	11.85	10.75	10.25	20	2.86	7.0
LA (SM – BH)	10.22	12.33	14.22	18.67	18	3.58	5.0
Beverly Hills City	11.41	15.09	17.14	14.18	22	2.94	7.5
LA (BH-Western)	8.54	6.21	7.39	4.68	28	3.51	8.0
LA (Western - Witmar)	7.64	9.59	12.55	7.64	22	2.69	8.2

Three of the segments are within the City of Los Angeles, where intersections are equipped with TPS equipment. One segment is the City of Beverly Hills, where TPS is currently being implementing. The other segment covers the City of Santa Monica, which is considering installing TPS.

From the sample data collected, the City of Los Angeles transit signal priority system (TPS) appears to be achieving time savings in the area between Beverly Hills and downtown Los Angeles, when compared with average time per signal within City of Beverly Hills and the City of Los Angeles between Santa Monica and Beverly Hills. This is a particularly good result given the higher density of signals per mile in this part of the City of Los Angeles.

Notable is the relatively higher average time per signal for the City of Los Angeles (and LA County) segment between the cities of Santa Monica and Beverly Hills. This area has TPS operational. The area does experience congestion, particularly severe in the afternoon peak eastbound leading up to the I-405 freeway. While the area has the lowest density of signals per mile, many of these signals run long 150 second signal cycles and have a higher density of high volume cross streets. There may be some system tuning required to optimize TPS system performance in this area, to match more closely the results achieved between downtown Los Angeles and Beverly Hills, and the results could not be expected to fully match given the extended cycle times.

Applying the performance of the City of Los Angeles transit signal priority system (east of Beverly Hills) to the City of Beverly Hills, average time per signal might be expected to change as follows:

- Eastbound:
 - AM Peak: save 2 - 5 seconds per signal
 - AM Mid: save 5 - 7 seconds per signal
 - PM Mid: save 5 – 7+ seconds per signal, significant pm congestion in Beverly Hills.
 - PM Peak: save 5 – 7+ seconds per signal, significant pm congestion in Beverly Hills.
- Westbound:
 - AM Peak: save 3 - 4 seconds per signal
 - AM Mid: save 5 - 9 seconds per signal
 - PM Mid: save 5-10 seconds per signal
 - PM Peak: save 7-10 seconds per signal.

Even a saving of 3 seconds per average signal delay (22 intersections) per trip each direction equates to:

- 66 seconds in AM Peak
- 110 seconds AM/PM Mid
- 110 seconds PM Peak,

This is subject to the TPS system performing in line with the City of LA experience east of Beverly Hills.

For City of Santa Monica, likely time savings per Wilshire intersection from TPS are less significant:

- Eastbound:
 - AM Peak: No apparent saving.
 - AM Midday: No apparent saving.
 - PM Midday: 1-2 second saving.
 - PM Peak: 0-1 second saving.
- Westbound:
 - AM Peak: 1 - 2 second saving.
 - AM Mid: 2 - 5 second saving
 - PM Mid: 0 – 3 second saving.
 - PM Peak: 3 - 6 second saving

Likely benefit for Santa Monica from TPS with two seconds average time saving per signal equates to:

- Eastbound:
 - No savings am
 - 40 seconds saving pm mid
 - 20 seconds saving pm peak
- Westbound:
 - 20 seconds saving am peak
 - 40 seconds midday
 - 60 seconds pm peak.

Average Dwell Time at Stops: This section reviews previous APC data on stop dwell times. Full data is available in the technical appendix.

Most stops had dwell times of 20 seconds or less. Of note westbound was the large amount of dwell time at the Westwood stop, peaking at over 1.5 minutes on average in the midday period. This stop is influenced by high numbers of boardings and alightings and operators taking a rest-break here with door open during the long (150 second) traffic signal cycles.

Next longest dwell times westbound were at Vermont, Western and Alvarado stops. These three stops have connections with the red line rail service and key north-south bus lines. Some passengers were noted boarding through rear doors of buses at these stops. Many would be passholders.

Longest average stop dwell times eastbound were noted at 4th. St (Santa Monica), Westwood and Western. Each was over 30 seconds in at least the midday and/or pm peak. Other stops above 20 seconds average dwell time eastbound were Ocean/Colorado, Bundy, Barrington, Bonsall, Santa Monica Blvd., Fairfax, La Brea, Normandie, Vermont and Alvarado, again primarily in the midday and pm peak.. Fairfax, La Brea and Normandie were also above 20 seconds average dwell time in the pm peak.

Operator and Passenger Behavior: Operators were noted with a sense of urgency in keeping the service moving, and passengers likewise were quick to board. Many operators aggressively asked passengers to board quickly in order to close the doors and depart stops, even if passengers could not initially access the farebox. The farebox machines seemed to struggle often to accept notes, somewhat adding to dwell times. While many daypasses are sold, these being available on the buses makes for at least more dwell time particularly in the mornings.

Proof of Payment: Line 720 does appear to have merit for consideration of a proof of payment system. The value of such a scheme in terms of average boarding time reductions would be most apparent at key stops. While many other stops have low volumes of activity per trip, even a small saving in seconds at each of the over twenty stops for Line 720 could save enough time to reduce resource requirements.

Passenger Information or Special Needs: While generally infrequent, there were delays of over one minute on occasions when an operator tried to assist a customer with a complex travel query. Bikes generally were loaded or unloaded quickly, many taking no additional time for the buses. Very rarely was a bike customer needing assistance. A reasonable number of wheelchairs were loaded/unloaded, though operators were noted to quickly attend to this process. However, it still can add two or more minutes to a stop dwell time.

Overall Impact of Dwell Times: Based on the data collected, it appears that dwell time at stops provides the least opportunity to improve travel times on the Wilshire corridor. Improved farebox operations, protocols for providing customer information and proof of payment may provide opportunities for further travel time savings.

Section Four: Priority Location Reviews:

Introduction: An additional task for Stage Two of the Wilshire Corridor Bus Speed Improvement Project was to review the performance of key intersections along the Wilshire corridor, within the cities of Los Angeles, Beverly Hills and Santa Monica. A key aspect for review was the allocation of signal timings compared to observed traffic needs for Wilshire Boulevard and the intersecting street. A detailed report is provided for this review in the technical appendix, with key findings being listed below.

City of Santa Monica Intersections: The performance was reviewed for six intersections in the City of Santa Monica, as well as one intersection (Wilshire/Bundy) in the City of Los Angeles, near the border with City of Santa Monica.

It appears more time could be allocated for the left turn from Wilshire to Ocean without significantly adverse impact on Ocean Boulevard traffic. Similar signal cycle time tuning would be beneficial at the Ocean/ Colorado intersection.

The Wilshire/26th intersection in the midday period showed an even balance in signal phase timings for each street, though through traffic on Wilshire appeared far higher than 26th Street volumes. This was creating a noticeable increase in delays for Line 720 buses, particularly eastbound. 17th Street had a similar midday cycle time allocation, but with less severe impacts. The same situation was identified at the nearby City of Los Angeles intersection of Wilshire/Bundy, though volumes on each of these flows were closer to even.

Westwood Area Intersections: Time was spent during the am and pm peak at the major intersections of Wilshire with Westwood, Veteran, Sepulveda, Federal and Barrington Boulevards.

Very long signal cycle times of 150 seconds are common at intersections here. Traffic volumes are high both for the straight Wilshire movements as well as traffic turning into or out of Westwood Village. Most significant queues were in the pm peak westbound back from Westwood Boulevard (and beyond Glendon) and eastbound back from Sepulveda Boulevard. Buses frequently missed multiple green light phases here.

Westwood Boulevard northbound frequently banked up to the intersection of Wilshire throughout the day. This at times impacted westbound Wilshire traffic as cars blocked the intersection. Similarly, in the pm peak, southbound Westwood traffic has problems turning right out into Wilshire Boulevard, due congestion there. Traffic police were noted allocated to this intersection around 4-6 pm to limit this. In the pm peak, bank up of traffic queues in the first 1-2 lanes back from I-405 beyond Veteran westbound lanes.

These observations correspond with APC, TPS and ridecheck data all pointing to this area as a source of significant delays.

City of Beverly Hills Intersections: In the City of Beverly Hills, observations were made during the am and pm peaks at four major (Santa Monica, Beverly, Robertson, La Cienega) and one minor (Doheny) Wilshire corridor intersections.

At four of the five sampled intersections, Wilshire gained the greater share of signal phase timings, but at its intersection with La Cienega, Wilshire was given less green time in the am peak, and only slightly more in the pm peak. At both La Cienega and Robertson Boulevards, queue lengths eastbound were particularly significant in the pm peak.

At Santa Monica Boulevard, eastbound queues extended beyond the Whittier intersection. Two or three light cycles were noted for some buses to clear the intersection. Northbound Santa Monica Boulevard traffic was noted banking up into the intersection with Wilshire Boulevard, blocking at times the westbound Wilshire Boulevard flow. The same problem noted occasionally at Beverly Boulevard.

Timings for the Wilshire westbound left turn arrow phase at Santa Monica, Beverly, Doheny and Robertson, appeared excessive, particularly in the am peak. Eastbound, the left turn pocket from Wilshire to Robertson overflowed at end of some signal cycles.

Mid-Wilshire/Miracle Mile Intersections: Performance was reviewed at seven key City of Los Angeles intersections in the Mid- Wilshire/Miracle Mile section of Wilshire Boulevard, namely Fairfax, La Brea, Crenshaw, Western, Normandie, Vermont and Alvarado.

Signal timings slightly favored Fairfax Avenue over Wilshire in all periods reviewed. Long westbound traffic queues noted on Wilshire at Fairfax in the am peak, and eastbound in the pm peak. By comparison, La Brea Avenue was noted favored in signal timings until 9.00 a.m., after which times were evenly split with Wilshire. Some long queues were noted westbound on Wilshire at La Brea in the am peak, and the curb lane here is not wide enough for buses to use.

Although Wilshire is clearly favored over Crenshaw, signal phase timings appeared excessive for the Crenshaw “T” intersection, particularly after 9.00 am. Many cycles need only 10-15 seconds to clear the Crenshaw traffic. The thirty seconds currently allocated appears excessive, but may be linked to pedestrian needs. This intersection appears to warrant a further check on signal time allocated.

At the Normandie Avenue intersection, signal phase timings were noted significantly favoring Wilshire all day. By comparison, signal phase timings were quite even for the two major corridors of Western and Vermont, where traffic volumes are quite intense on Vermont, Western and Wilshire. Northbound Vermont currently is negatively impacted by one lane being closed due to construction north of Wilshire. Alvarado and Wilshire also fairly evenly share signal time.

Section Five: Key Priority Measures

Introduction: Based on data available from LADOT and TMD ridechecks, a team from LACMTA (Metro), LADOT and TMD reviewed options to address delays at key Wilshire corridor intersections.

Key Intersection Transit Priority: The main strategy developed by the above team for improving operating speed at key Wilshire corridor intersections was to allocate bus and right turn movements to either an existing or an additional outside lane (through reduced sidewalk widths).

Some parking reductions and relocation of bus stops allows for the above strategy for transit priority. To enhance the advantage to transit, pedestrian movements for the cross street are lagged to allow right turning cars and buses straight ahead to clear an intersection first, with an arrow for the turn movement.

If these options are not practical within an existing lane, an additional lane would be obtained from reduced sidewalk widths. Key intersections identified for application of this transit priority are shown in Table Five:

The largest quantity of lane mile improvements are proposed for the City of Los Angeles (9.87 miles total), though this consists of 5.38 miles of curb lane repairs, and an even split of around 2 miles each of transit priority from either conversion of existing lanes or widening for new lanes. Los Angeles County and City of Beverly Hills have much smaller miles of improvements, though these represent some of the highest value improvements.

The proposed improvements allocate 17.6% (5.49 miles) of the total 31.2 mile bi-directional corridor as Bus Only/Right Turn lanes.

Table Five: Proposed Transit Priority Improvements and Benefits – Wilshire Corridor

Location Improvements	Direction	Facility	Start	End	Distance	City	Daily Time Saving (Pass Hours)	Facility Cost (x \$1,000)	Cost/Pass Hour saved
Vermont	Westbound	Convert Existing Lane	Westmoreland	Vermont	0.17	Los Angeles	39.3	20	509
Normandie	Westbound	Convert Existing Lane	Alexandria	Ardmore	0.22	Los Angeles	18.8	35	1,861
Western	Westbound	Convert Existing Lane	Serrano	Manhattan	0.13	Los Angeles	41.6	20	481
Western - Fairfax	Westbound	Curb Lane Repair	St Andrews	Fairfax	2.64	Los Angeles	138.2	1,519	10,988
La Brea	Westbound	Widen Existing Lane	Mansfield	Detroit	0.24	Los Angeles	71.7	1,278	17,833
Fairfax	Westbound	Extra Lane	Ogden	Crescent Heights	0.3	Los Angeles	117.3	2,249	19,166
San Vicente	Westbound	Extra Lane	Crescent Heights	San Vicente	0.42	Los Angeles	53.2	2,252	42,335
La Cienega	Westbound	Extra Lane	San Vicente	Le Doux	0.22	Beverly Hills	91.6	2,373	25,905
Santa Monica	Westbound	Extra Lane	Linden	Santa Monica	0.06	Beverly Hills	24.6	666	27,124
Westwood	Westbound	Convert Existing Lane	Westholme	Glendon	0.54	Los Angeles	77.0	7,500	97,341
Westwood	Westbound	Convert Existing Lane	Glendon	Gayley	0.17	Los Angeles	39.9	20	501
Westwood	Westbound	Convert Existing Lane	Gayley	Sepulveda	0.45	Los Angeles	29.0	25	861
Barrington	Eastbound	Extra Lane	Barrington	Federal	0.12	Los Angeles	51.7	1,268	24,546
Bonsall	Eastbound	Extra Lane	Federal	Bonsall	0.55	County	113.2	1,950	17,230
Westwood	Eastbound	Extra Lane	Glendon	Selby	0.28	Los Angeles	17.8	216	12,143
Santa Monica	Eastbound	Extra Lane	Whittier	Santa Monica	0.23	Beverly Hills	157.1	2,513	16,001
Robertson	Eastbound	Extra Lane	Swall	Hamel	0.23	Beverly Hills	84.6	2,470	29,202
La Cienega	Eastbound	Extra Lane	Stanley	La Cienega	0.14	Beverly Hills	94.1	1,504	15,978
Fairfax	Eastbound	Extra Lane	Crescent Heights	Ogden	0.3	Los Angeles	120.4	1,805	14,989
La Brea	Eastbound	Widen Existing Lane	Cloverdale	Sycamore	0.19	Los Angeles	33.8	990	29,302
Fairfax-Western	Eastbound	Curb Lane Repair	Fairfax	St Andrews	2.74	Los Angeles	97.3	1,519	15,619
Western	Eastbound	Convert Existing Lane	St Andrews	Hobart	0.35	Los Angeles	34.0	40	1,177
Normandie	Eastbound	Convert Existing Lane	Hobart	Mariposa	0.33	Los Angeles	82.8	35	423
Vermont	Eastbound	Convert Existing Lane	Berendo	Shatto	0.28	Los Angeles	53.0	30	566

TOTAL MILES:	11.3
LA County Bus Lane Miles	0.55
Beverly Hills Bus Lane Miles	0.88
LA Total Miles	9.87
LA Curb Lane Repairs	5.38
LA Bus New Lane Miles	1.96
LA Converted Bus Lane Miles	2.1
LA Widened Existing Lanes	0.43

Benefits from proposed major transit priority measures: In reviewing the above results, it is the eastbound improvements that produce the most value from time savings for passengers. There are five eastbound improvements with higher benefits than the highest westbound improvement.

Ignoring the curb lane repair options, the top ten intersection improvements (highest to lowest) based on total daily passenger time savings each of over 15 daily passenger hours are:

- Santa Monica Eastbound
- Fairfax Eastbound
- Fairfax Westbound
- Federal/Sepulveda-I-405 Eastbound (tops list if Barrington – Federal segment included)
- La Cienega Eastbound
- La Cienega Westbound
- Robertson Eastbound
- Normandie Eastbound
- Westwood (Westholme - Glendon) Westbound (third in list if extended to Sepulveda)
- La Brea Westbound

In terms of cost per passenger hour saved from these improvements, not surprisingly the converted bus lane miles are most cost effective. Repair of curb lanes is comparable to the costs for the cheapest of the new lanes, though covering a much greater distance.

Costs are relatively high per passenger hour saved for the following locations, due to low hours saved for a high implementation cost, potentially making them less attractive to implement:

- Westwood: Westholme - Glendon westbound (separate Call for Projects cost estimate)
- San Vicente: Crescent Heights – San Vicente westbound
- La Brea: Cloverdale – Sycamore eastbound
- Robertson: Swall - Hamel eastbound
- Santa Monica: Linden – Santa Monica westbound
- La Cienega: San Vicente – Le Doux westbound
- Barrington: Barrington – Federal eastbound

- An additional improvement is to grant priority to buses westbound at nearside stops based on a delay to priority being granted, representing the average dwell time. Initial testing of this option at Alvarado has shown improved travel times for buses. This would be applied at:
 - Alvarado
 - Normandie
 - Vermont
 - Western
 - Detroit (f/s La Brea stop)
 - San Diego (F/s Fairfax stop)
 - Glendon (f/s Westwood E/B stop)
 - Gayley (f/s Westwood W/B stop)

- The option of moving stops from nearside to farside locations is proposed at the following locations:
 - Fairfax westbound
 - Beverly Glen both directions

- TPS at the following Wilshire intersections will increase the priority time from 10 to 15 seconds::
 - Union (near Alvarado)
 - Rampart (near Vermont)
 - Hobart (near Western)
 - Dunsmuir (near La Brea)
 - Highland (near La Brea)
 - Beverly Glen (Westwood-Beverly Hills)
 - Westgate (near Bundy)
 - Granville (near Bundy)

While this initiative saves only a small amount of time per intersection, applying this at multiple locations helps make this valuable. The above list is a small set of test sites for this initiative, with up to 110 total minor intersections on this corridor where such improvements might be considered.

- TPS system inhibits will be reduced from 2 to 1 cycle at the following intersections, allowing additional transit priority signal time to be given:
 - Bundy
 - Barrington
 - Gayley
 - Glendon
 - Fairfax
 - La Brea
 - Normandie
 - Alvarado

While this initiative also saves only a small amount of time per intersection, applying this at multiple locations helps make this valuable.

City of Beverly Hills: Dialogue is also proposed between LACMTA (Metro) and City of Beverly Hills, to determine if any transit priority improvements identified for this city can be achieved.

A key intersection for priority lane space for transit is Santa Monica Boulevard, and a bus lane eastbound is understood to already be planned as part of near-term adjacent site redevelopment.

Other key intersections are westbound at Santa Monica, eastbound at Robertson and both directions at La Cienega, all of which require further discussion with the City of Beverly Hills.

More minor improvements may also be possible around a number of minor intersections along Wilshire Boulevard through Beverly Hills, where parking, signal phase timings and co-ordination may be excessively impacting the flow of transit and traffic in general on Wilshire.

Beverly Hills is also currently implementing TPS, with assistance from LADOT. This will reduce travel times through Beverly Hills. Any time savings resulting from this initiative are not counted towards the target savings from this project.

Pavement Repairs: Curb lane pavement was noted in very poor condition in a number of key route segments.

- Western to Fairfax (approx. 2.7 miles each direction)
- Comstock intersection (east of Beverly Glen)

These improvements are significant, as the ability to make more use of the curb lanes by buses and other vehicles will improve traffic flow and transit operating speeds. Given the distance involved, the Western – Fairfax repairs provide a significant number of passenger minutes saved per day (497,684 westbound, 350,107 eastbound).

Minor improvements are also proposed along the Wilshire corridor between downtown and West LA at the following locations:

- Valencia at Wilshire (LA): remove two parking meters (extend right turn queue)
- Barrington – Bundy (LA): review signal timings/parking, area intersections, improve flow.
- Alvarado eastbound: remove 3 parking spaces in front of stop for easier departure
- Restricted left turns, peak periods Westlake, Bonnie Brae and Burlington: improve flow
- Concrete bus zone pads at all stops

A full list of proposed Wilshire corridor improvements and assumed travel time savings are available in a separate set of matrices.

A number of options within the City of Santa Monica also appear worthy of consideration.

- Wilshire at 26th Street (City of Santa Monica): improve Wilshire time midday period.
- Wilshire at Ocean (City of Santa Monica): improve time for left turn
- Ocean at Colorado (City of Santa Monica): improve time for left turn

Estimated Travel Time Savings: Total travel time savings from the proposed improvements are estimated as follows:

Eastbound:

AM Peak:	8.7 minutes	(target 3-5)	17.9% Speed Improvement
Midday:	12.2 minutes	(target 12-14)	24.1% Speed Improvement
PM Peak:	16.8 minutes	(target 14-15)	28.0% Speed Improvement

Westbound:

AM Peak:	7.6 minutes	(target 7)	14.1% Speed Improvement
Midday:	9.3 minutes	(target 9-13)	17.6% Speed Improvement
PM Peak:	10.3 minutes	(target 10-11)	19.5% Speed Improvement

All targets have been achieved based on the estimated impacts of the proposed transit priority measures.

Capital Costs for Implementation: Initial costing of all proposed initiatives is \$32.05 million. This includes all works, including signal system tuning. Improvements are agreed by Metro and LADOT but do not include approval from City of Beverly Hills.

The breakdown of costs is as follows;

Curb Lane Repairs;	\$3.21 million
Widen Existing Lanes (La Brea):	\$2.27 million
Remove bumps outs (Westwood):	\$0.22 million
Widen for new Bus Only Right Turn Lanes:	\$19.10 million
Lane Remarkings, Signal Tunings etc.:	\$0.48 million
Concrete Pads at Bus Zones:	\$6.77 million

The works proposed westbound from Westholme to Selby in Westwood area is already funded from a 2001 Call for Projects (#8050).

TECHNICAL APPENDIX: Wilshire Bus Speed Improvements Project: Stage Two

Average Time Clearing Intersections: A significant amount of data was available from the ridechecks to review average time spent clearing the various intersections along Wilshire Boulevard. This covers time from the bus first stopping approaching an intersection until it clears the intersection. Those intersections where buses on average were noted taking over 30 seconds are provided in Tables A-1 and A-2 below.

Table A-1: Average Time Clearing Wilshire Intersections - Eastbound

Average time clearing intersections > 30 seconds	6-9a	9a-12p	12-3p	3-7p
Direction/Time Period	AM Peak	AM Mid	PM Mid	PM Peak
Eastbound Wilshire Blvd	Average Time (Sec)	Average Time (Sec)	Average Time (Sec)	Average Time (Sec)
Ocean/Santa Monica				45
4 th				45
11 th				33
26 th		50	126	89
Centinela				61
Bundy			35	
Brockton				50
Westgate				46
Granville			33	
Barrington				73
Federal		39	55	171
Sepulveda	127	164	91	448
Veteran		51		
Midvale				79
Westwood		37		
Beverly Glen				50
Whittier			136	218
Santa Monica	94	99	181	368
Linden		34	47	
Roxbury				33
Bedford		46	46	49
Camden				43
Beverly		34	44	36
Rexford				56
Doheny		64		43
Robertson		39	54	136
Willaman				55
Stanley				65
La Cienega		58	47	253

San Vicente				36
Fairfax			64	196
La Brea				54
Highland			31	
Crenshaw				31
Norton				64
Wilton		32		35
St Andrews			61	36
Western		54	88	49
Vermont		32		49
Total Intersection Time	993	1841	2186	3947

Table A-2: Average Time Clearing Wilshire Intersections - Westbound

Average time clearing intersections > 30 seconds	6-9a	9a-12p	12-3p	3-7p
Direction/Time Period	AM Peak	AM Mid	PM Mid	PM Peak
Westbound Wilshire Boulevard	Average Time (Sec)	Average Time (Sec)	Average Time (Sec)	Average Time (Sec)
Westmoreland				34
Rampart			30	
Vermont			30	44
Kingsley		31		
Alexandria			35	
Hobart			92	
La Brea	49	40	32	
Fairfax		41	30	
San Vicente	43			
La Cienega	44			
Robertson				40
Doheny		36	57	
Rexford		38	38	
Beverly			34	
Roxbury		37	30	
Santa Monica	67	40	80	93
Whittier	30			
Beverly Glen	36			30
Glendon				113
Westwood				48
Gayley	35	50	74	40
Sepulveda		49	31	
Bundy			34	
Wilshire/Ocean		44		
Total Intersection Time	1015	1175	1308	1109

Impacts of Congestion: Of particular significance was time noted at intersections where congestion caused buses not to pass through in the first available green signal phase. A summary of these observations is presented for each direction in the tables A-3 and A-4 below. This data indicates average total delay in seconds, for the number of incidents when a Line 720 bus did not clear an intersection in the first available green signal phase on Wilshire, due to traffic congestion.

Table A-3 – Observed Congestion Impacts – Wilshire Boulevard Eastbound

Congestion Causing Multiple Signal Cycles	6-9a	6-9a	9a-12p	9a-12p	12-3p	12-3p	3-7p	3-7p
	AM Peak	AM Peak	AM Mid	AM Mid	PM Mid	PM Mid	PM Peak	PM Peak
Eastbound Wilshire Boulevard – Location	Number Buses Observed Taking Over One Cycle	Average Delay For Buses Taking Over One Cycle (Sec)	Number Buses Observed Taking Over One Cycle	Average Delay For Buses Taking Over One Cycle (Sec)	Number Buses Observed Taking Over One Cycle	Average Delay For Buses Taking Over One Cycle (Sec)	Number Buses Observed Taking Over One Cycle	Average Delay For Buses Taking Over One Cycle (Sec)
26th.					2	174	2	111
Centinela							1	155
Brockton							1	180
Barrington							1	108
Federal	1	158			1	94	3	205
Sepulveda/I-405	2	237	4	170	1	144	5	340
Veteran			1	124	1	75		
Whittier					2	210	6	145
Santa Monica	2	140	2	141	4	171	7	210
Doheny							1	120
Robertson							5	103
Stanley							2	115
La Cienega			1	100			6	158
Crescent Heights							1	117
Fairfax					1	107	6	131

Table A-4 – Observed Congestion Impacts – Wilshire Boulevard Westbound

Congestion Causing Multiple Signal Cycles	6-9a	6-9a	9a-12p	9a-12p	12-3p	12-3p	3-7p	3-7p
	AM Peak	AM Peak	AM Mid	AM Mid	PM Mid	PM Mid	PM Peak	PM Peak
Westbound Wilshire Boulevard – Location	Number Buses Observed Taking Over One Cycle	Average Delay For Buses Taking Over One Cycle	Number Buses Observed Taking Over One Cycle	Average Delay For Buses Taking Over One Cycle	Number Buses Observed Taking Over One Cycle	Average Delay For Buses Taking Over One Cycle	Number Buses Observed Taking Over One Cycle	Average Delay For Buses Taking Over One Cycle
La Brea	1	199	2	98	1	105		
Fairfax	1	142						
San Vicente	1	114						
La Cienega	1	113						
Doheny			1	100	2	91		
Rexford			1	75	1	75		
Santa Monica	2	145			2	207	2	220
Beverly Glen	1	125						
Glendon							3	151
Westwood							1	102
Midvale					1	115		
Sepulveda					1	105		
Bundy					1	105		

Average Dwell Time By Stop: The average dwell times are shown in the following tables (A-5,A-6)

Table A-5: Line 720 Weekdays: Average Door Open (Dwell) Time (Sec)

STOP – Westbound	AM Peak	Midday	PM Peak
Witmer	12.0	15.5	19.2
Alvarado	33.0	38.3	34.5
Vermont	41.8	45.6	35.8
Normandie	23.7	31.9	22.8
Western	36.6	43.3	36.5
Crenshaw	13.0	15.9	9.9
La Brea	18.3	21.4	16.9
Fairfax	21.0	27.2	20.2
La Cienega	14.8	18.2	15.9
Robertson	11.9	10.9	8.4
Beverly	12.7	14.9	12.3
Santa Monica	24.1	18.8	19.2
Beverly Glen	NA	NA	NA
Westwood	84.8	96.3	69.0
Bonsall	12.3	14.9	5.2
Barrington	14.0	12.2	9.2
Bundy	11.7	11.7	8.9
14th.	10.4	15.2	11.8
4th.	13.9	19.7	15.1
TOTAL: (Sec)	410.0	471.9	370.8
TOTAL (Min.)	6.8	7.9	6.2

Table A-6: Line 720 Weekdays: Average Door Open (Dwell) Time (Sec)

STOP – Eastbound	AM Peak	Midday	PM Peak
Ocean/Colorado	16.2	24.0	25.8
4th.	20.0	33.8	39.2
14th.	13.1	18.7	19.8
Bundy	14.1	21.5	22.8
Barrington	14.3	17.0	22.6
Bonsall	12.3	23.5	12.8
Westwood	23.0	27.6	44.9
Beverly Glen	NA	NA	NA
Santa Monica	14.2	17.7	24.9
Beverly	7.3	14.4	16.8
Robertson	7.1	11.9	11.5
La Cienega	10.6	14.7	18.1
Fairfax	11.5	21.5	24.7
La Brea	17.4	21.9	22.4
Crenshaw	10.2	12.6	15.1
Western	27.1	37.8	35.1
Normandie	20.5	28.1	24.6
Vermont	21.5	30.3	28.0
Alvarado	17.8	25.7	21.0
Witmer	15.6	13.3	10.2
Total: (Sec.)	293.8	416.0	440.3
Total (Min.)	4.9	6.9	7.3

Intersection Signal Cycle Times: the following tables show observations of signal timings at key Wilshire intersections.

Table A-7: Observed Intersection Signal Phases: Santa Monica

Signal Cycle Times	AM Peak	AM Peak	Midday	Midday	PM Peak	PM Peak
Santa Monica Intersections	Average	Range	Average	Range	Average	Range
Ocean/Colorado	41	26-54	26	15-31	20	15-31
Colorado/Ocean	45	31-55	37	30-41	36	25-42
Wilshire/Ocean	21	8-24	24	15-32	29	18-44
Ocean/Wilshire	62	55-87	69	60-76	62	51-72
Wilshire/4 th	30	21-41	27	20-34	25	19-35
4 th /Wilshire	28	14-39	30	28-32	25	14-30
Wilshire/7 th	60	47-79	58	55-60	58	49-68
7 th /Wilshire	27	10-40	33	30-35	32	21-41
Wilshire/17 th	61	50-66	46	42-49	54	25-68
17 th /Wilshire	28	21-41	41	33-47	27	20-36
Wilshire/20 th	55	49-62	54	52-59	53	45-63
20 th /Wilshire	35	30-41	30	17-36	33	22-42
Wilshire/26 th	42	32-55	43	41-46	53	47-70
26 th /Wilshire	34	26-43	45	44-47	35	29-40
Wilshire/Bundy	44	34-52	42	31-49	53	48-60
Bundy/Wilshire	34	24-46	48	42-52	34	27-43

Table A-8: Observed Intersection Signal Phases: Westwood

Signal Cycle Times	AM Peak	AM Peak	PM Peak	PM Peak
Westwood Intersections	Average	Range	Average	Range
Wilshire/Westwood	100	92-118	95	79-101
Westwood/Wilshire	44	28-56	51	40-54
Wilshire/Veteran	98	80-114	96	85-115
Veteran/Wilshire	38	22-58	51	40-58
Wilshire/Sepulveda	86	79-100	95	88-102
Sepulveda/Wilshire	58	47-63	52	42-58
Wilshire/Federal	94	90-100	85	75-105
Federal/Wilshire	56	50-65	64	50-75
Wilshire/Barrington	99	95-100	99	80-105
Barrington/Wilshire	50	50	51	45-70

Table A-9: Observed Intersection Signal Phases: Beverly Hills

Signal Cycle Times	AM Peak	AM Peak	PM Peak	PM Peak
Beverly Hills Intersections	Average	Range	Average	Range
Wilshire/Santa Monica	58	55-61	57	49-63
Santa Monica/Wilshire	30	28-33	31	23-39
Wilshire/Beverly	50	49-51	50	38-61
Beverly/Wilshire	35	30-38	37	32-44
Wilshire/Roberston	53	45-68	48	41-60
Roberston/Wilshire	36	31-44	35	29-43
Wilshire/La Cienega	33	23-36	36	33-40
La Cienega/Wilshire	42	33-59	33	27-37
Wilshire/Doheny	56	50-71	51	49-59
Doheny/Wilshire	35	31-44	33	25-40

Table A-10: Observed Intersection Signal Phases: Mid-Wilshire/Miracle Mile

Signal Cycle Times	AM Peak	AM Peak	Midday	Midday	PM Peak	PM Peak
Mid Wilshire Intersections	Average (Sec)	Range (Sec)	Average (Sec)	Range (Sec)	Average (Sec)	Range (Sec)
Wilshire/Fairfax	31	27-36	31	30-31	31	29-34
Fairfax/Wilshire	34	32-45	33	34-34	34	33-34
Wilshire/La Brea	38	32-54	31	30-33	34	29-42
La Brea/Wilshire	37	29-46	36	32-46	32	27-37
Wilshire/Crenshaw	51	41-71	48	30-33	48	45-53
Crenshaw/Wilshire	33	8-42	30	22-33	34	30-43
Wilshire/Western	39	25-50	38	23-67	35	25-49
Western/Wilshire	37	28-48	38	33-44	39	30-47
Wilshire/Normandie	50	36-64	54	47-63	56	46-62
Normandie/Wilshire	37	22-52	35	28-41	32	24-47
Wilshire/Vermont	43	36-56	44	40-51	42	35-52
Vermont/Wilshire	44	34-52	44	35-51	45	36-47
Wilshire/Alvarado	46	40-55	49	45-59	42	39-45
Alvarado/Wilshire	42	33-50	39	30-44	45	42-49

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4.3 Final EA

No changes to the Environmental Assessment were warranted in responding to the comments received during the 45-day public review of the Draft EIR/EA, which began on June 10, 2010 and ended on July 26, 2010. Chapter 7.0 of the Draft EIR/EA, which comprised the Draft EA, is shown in its entirety on the following pages.

Chapter 7 Environmental Assessment

7.1 Introduction

This section reviews the relationship of the proposed action to a series of environmental topics, federal legislation, and executive orders that address all major areas of the physical environment, as defined by the Federal Transit Administration (FTA). The Code of Federal Regulations, which outlines FTA policies and procedures for implementing NEPA, states that an Environmental Assessment (EA) should “determine which aspects of the proposed action have potential for social, economic, or environmental impact.”¹³¹ The environmental assessment discussion below briefly describes the affected environment, potential environmental effects, and cumulative impacts related to each topic area. Where potential effects are identified, mitigation measures are provided to minimize or avoid social, economic, or environmental harm.

7.2 Environmental Assessment

7.2.1 Zoning and Land Use

Affected Environment

The Wilshire corridor is a densely developed corridor with an abundance of commercial land uses. The majority of land uses adjacent to the Wilshire corridor consist of parcels zoned for office, retail, commercial, residential or institutional uses (e.g., museums). Commercial development and some multi-family residences front both sides of the project corridor and the intersecting north/south streets. In addition, the Wilshire corridor forms a central area for commercial activity for a number of neighborhoods, including Westlake/MacArthur Park, Lafayette Park, Koreatown, Wilshire Center, Mid-Wilshire, Miracle Mile, Carthay Circle, Carthay Square, South Beverly Roxbury, Westwood, Boulevard Heights, West Los Angeles, and Brentwood Village.

The project site is located within five community plan areas in the City of Los Angeles. These community plan areas include Westlake, Wilshire, Westwood, West Los Angeles, and Brentwood-Pacific Palisades and are briefly described below.

The Wilshire corridor within the Westlake Community Plan Area is mainly commercial and includes office and retail (small businesses and strip malls), interspersed with some residential uses, parking lots and recreational facilities, such as MacArthur Park and Lafayette Park. The area consists of a mix of mid-rise (8-10 stories) and low-rise buildings.

¹³¹ Code of Federal Regulations, Title 23 Section 771.119(b) *Environmental Assessments*.

In the Wilshire Community Plan Area, a long, narrow corridor of commercial activity exists along Wilshire Boulevard, comprised of professional offices and retail (strip mall and small businesses), and interspersed with a few multi-family residential areas. Additionally, the corridor includes Museum Row, Hancock Park, and the La Brea Tar Pits. Both high and mid-size buildings front Wilshire Boulevard in this area.

The Westwood Community Plan Area portion of the project site consists of multiple-family housing, both high-medium and medium density residential. High-rise towers are located along Wilshire Boulevard between the Los Angeles Country Club and Malcolm Avenue along Wilshire Boulevard. Near Westwood Boulevard, the high-rise office corridor along Wilshire serves as a regional business center with financial institutions and corporate headquarters. The community plan area includes destinations, such as the Los Angeles Country Club and the Los Angeles National Cemetery. The buildings along Wilshire Boulevard contains numerous high-rise (20 stories) and mid-rise (8-10 stories) office buildings.

The West Los Angeles Community Plan Area portion of the project site consists of commercial land use, primarily consisting of strip development. The majority of commercial facilities are either small-scale and free standing or mini-mall type buildings designed to primarily serve local neighborhoods. The Wilshire corridor in this community plan area also includes destinations, such as the Los Angeles Veterans Administration and Hospital Complex. The area consists of a mix of mid-rise (8 to 10 stories) and low-rise buildings.

The portion of the Wilshire corridor in the Brentwood-Pacific Palisades Community Plan Area is mainly comprised of commercial uses, such as offices and small-scale and free standing or mini-mall type commercial developments. The area consists of a mix of mid-rise (8-10 stories) and low-rise buildings.

Impacts

No Project Alternative

Under the No Project Alternative, proposed improvements to 9.9 miles of the Wilshire corridor included under the proposed action would not be implemented. No construction activities would take place. Existing land uses would not be affected.

No adverse effects related to consistency with applicable land use plans and policies would occur under the No Project Alternative.

Proposed Action

The proposed action consists of dedicated weekday peak period bus lanes in both the eastbound and westbound directions, to be achieved through the conversion of the existing curb lanes. In the Westlake, Wilshire, and Westwood Community Plan Areas, the proposed action would convert existing curb lanes to weekday peak period bus lanes for an already existing

transit route between Valencia Street and Fairfax Avenue, the Beverly Hills City limits and Comstock Avenue, Malcolm Avenue and Sepulveda Boulevard, Bonsall Avenue and Federal Avenue, and Barrington Avenue and Centinela Avenue. In addition, the proposed action would include the removal of jut outs, realignment of curbs and creation of peak period bus lanes between Comstock Avenue and Malcolm Avenue. A portion of the project corridor is under County jurisdiction between Veteran Avenue and Federal Avenue (approximately 0.8 mile). The project elements in this portion of the corridor include creating bus lanes by reducing the sidewalk widths on both sides of Wilshire Boulevard to a uniform width, restriping of lanes, and lengthening the eastbound left-turn pocket at Sepulveda Boulevard.

In the West Los Angeles and Brentwood-Pacific Palisades Community Plan Areas, both sides of Wilshire Boulevard would be widened by reducing the sidewalk widths on both the north and south sides to accommodate a new eastbound peak period bus lane between Federal Avenue and Barrington Avenue and conversion of the westbound curbside lane to a peak hour bus lane. No properties would be acquired, and no land use changes would occur.

Construction impacts anticipated under the proposed action would be not be adverse and would be considered temporary. The proposed action would not require any land use changes along the project corridor. Accordingly, no adverse impacts to surrounding land uses would occur.

The proposed action would be consistent with local plans and policies identified in the Westlake, Wilshire, Westwood, Brentwood-Pacific Palisades, and West Los Angeles Community Plan. No adverse effects would occur.

Alternative A – Truncated Project Without Jut-Out Removal

Alternative A consists of dedicated weekday peak period curbside bus lanes in both the eastbound and westbound directions similar to those identified under the proposed action. However, the alignment would terminate at S. Park View Street on the eastern end instead of Valencia Street. Furthermore, the jut-outs between Comstock Avenue and Malcolm Avenue would be retained, but additional reconstruction and resurfacing of 1.8 miles of curb lanes from Fairfax Avenue to San Vicente Boulevard and from the western boundary of the City of Beverly Hills to Westholme Avenue would occur.

However, similar to the proposed action, land use impacts anticipated under this alternative would not be considered adverse. This alternative would not require any land use changes along the project corridor. In the West Los Angeles and Brentwood-Pacific Palisades Community Plan Areas, both sides of Wilshire Boulevard would be widened by reducing the sidewalk widths and restriping to accommodate a new eastbound bus lane between Federal Avenue and Barrington Avenue. No properties would be acquired, and no land use changes would occur.

Alternative A would be consistent with local plans and policies identified in the Westlake, Wilshire, Westwood, Brentwood-Pacific Palisades, and West Los Angeles Community Plan. No adverse effects would occur.

Measures to Minimize Harm

No Project Alternative

No mitigation measures would be required.

Proposed Action

No mitigation measures would be required.

Alternative A – Truncated Project Without Jut-Out Removal

No mitigation measures would be required.

Cumulative Impacts

No Project Alternative

Land uses would remain in their existing conditions. No improvements to mobility along Wilshire Boulevard would occur under this alternative.

No cumulatively adverse effects to surrounding land uses or to local land use plans or policies would result from the No Project Alternative.

Proposed Action

No adverse cumulative impacts to local land use plans or policies are anticipated to occur under the proposed action. The proposed action would facilitate improved mobility along Wilshire Boulevard. A series of general improvements would be made to Wilshire Boulevard. These would include the conversion of existing curb lanes to bus lanes and the upgrading of the existing transit signal priority system. These project elements would not require major construction work. The proposed action would not result in conflicts with any applicable land use plan, policy, or regulation. In addition, the proposed action would not result in any land use compatibility conflicts, which could have the potential to result in significant adverse changes to the existing land use pattern.

No cumulatively adverse effects to surrounding land uses or to local land use plans or policies would result from the proposed action.

Alternative A – Truncated Project Without Jut-Out Removal

Similar to the proposed action, no adverse cumulative impacts to local land use plans or policies would occur under Alternative A. This alternative would

facilitate improved mobility along Wilshire Boulevard. A series of general improvements would be made to Wilshire Boulevard. These would include the conversion of existing curb lanes to bus lanes and the upgrading of the existing transit signal priority system. These project elements would not require major construction work. This alternative would not result in conflicts with any applicable land use plan, policy, or regulation. In addition, the alternative would not result in any adverse cumulative land use compatibility conflicts, which could have the potential to result in significant adverse changes to the existing land use pattern.

No cumulatively adverse effects to surrounding land uses or to local land use plans or policies would result from Alternative A.

7.2.2 Traffic and Parking

Affected Environment

Most daily travel (in terms of VMT) in the study area occurs on surface streets. The project corridor is within the jurisdictions of the City of Los Angeles, the County of Los Angeles, and the City of Beverly Hills. Roadways in these jurisdictions have functional classifications that include Major Highway, Secondary Highway, Collector Street, and Local Street.

Wilshire Boulevard is a Major Highway (Class II) with three lanes in each direction in most areas. In the Westwood area between I-405 and Glendon Avenue, Wilshire Boulevard has four lanes in each direction. In the Westlake area east of Park View Street, Wilshire Boulevard has two lanes in each direction. Within the City of Los Angeles, on-street parking is permitted on both sides of the street except during peak periods (7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 7:00 p.m.) in most areas along Wilshire Boulevard. A brief description of other streets and roadways in the project area, including, but not limited to, Santa Monica Boulevard, Olympic Boulevard, Alvarado Street, Crenshaw Boulevard, Beverly Glen Boulevard, Sepulveda Boulevard, I-405, is presented in Section 4.1 of this document and in the traffic report prepared by Iteris in March 2010 (Appendix B).

Impacts

No Project Alternative

No construction activities or change in operational conditions would occur within the Wilshire corridor. Therefore, the No Project Alternative would not result in an adverse effect related to traffic.

No adverse effects related to traffic impacts would occur.

Proposed Action

Traffic

The proposed action generally consists of converting the existing eastbound and westbound curb lanes along Wilshire Boulevard to weekday peak-period bus lanes, thus restricting these lanes to buses and right-turning vehicles only, within the Los Angeles City limits from Valencia Street on the east to Centinela Avenue on the west, as well as within Los Angeles County limits from Veteran Avenue on the east to Federal Avenue on the west, excluding the City of Beverly Hills. The bus lane is expected to begin operations in 2012; therefore, the year 2012 was chosen to represent opening year conditions. Traffic volume forecasts for year 2012 and 2020 conditions (without project and with project scenarios) were based upon the results of the SCAG 2008 RTP travel demand model.

The proposed action would result in unacceptable levels of service and exceed local criteria for determining traffic impacts as a result of increased delays at 18 of 74 studied intersections in 2012 and 19 of 74 intersections in 2020. Most of the delays would be 15 seconds or less, but because the intersections are already operating at unacceptable levels of service, the established local threshold is very low and triggers a significant local impact resulting from delays as low as 2.5 seconds (see Section 4.1 or Appendix B). The proposed action would include **Mitigation Measure T-1** in order to reduce or avoid these impacts. After mitigation, unavoidable impacts would remain at 8 of 74 intersections in 2012 and 9 of 74 intersections in 2020. However, delays of over 15 seconds would occur at only 3 of the 74 intersections in 2012 and at only 2 of 74 intersections in 2020.

Beyond the Wilshire corridor, the proposed action would be expected to result in a beneficial effect on traffic in the metropolitan Los Angeles, particularly within the Mid-City and Westside areas, through the increased efficiency and public utilization of the Wilshire BRT system. Therefore, despite any localized traffic impacts discussed above, within the larger context of the Wilshire corridor and the City of Los Angeles, the proposed action would not have an adverse effect on traffic and circulation.

No adverse effects related to traffic impacts would occur under the proposed action.

Parking

The proposed action would result in the removal of approximately 11 parking spaces between Valencia Street and Fairfax Avenue ((a distance of approximately 5.5 miles) to accommodate larger or relocated bus stops for facilitating bus movements in and out of stops. The removed parking spaces would be spread throughout this segment of the project, with no more than three spaces being removed on any single block. The removed parking spaces would have a small effect on parking supply to serve local businesses during off-peak hours. During peak periods, parking is prohibited under current conditions; as such, the removal of these parking spaces would not affect parking supply at all.

In addition to the 11 parking spaces discussed above, under the proposed action, parking in approximately 85 existing on-street parking spaces between Selby Avenue and Comstock Avenue would be prohibited during peak hours. As a result, guests of certain residents may be required to either park in spaces on adjacent streets within a preferential parking district or use off-street visitor parking spaces. However, a project's potential impact on parking supply is considered a *social* impact, not an environmental impact. Therefore, the removal or restriction of parking spaces on Wilshire Boulevard would not result in adverse effects related to parking.

No adverse effects related to parking would occur under the proposed action.

Alternative A – Truncated Project Without Jut-Out Removal

Traffic

Similar to the proposed action, Alternative A would involve improvements to the Wilshire BRT system. Alternative A would not include the removal of jut-outs between Malcolm Avenue and Comstock Avenue and include an additional 1.8 miles of curb lane reconstruction/resurfacing.

Alternative A would result in unacceptable levels of service and exceed local criteria for determining traffic impacts as a result of increased delays at 15 of 74 studied intersections in 2012 and 14 of 74 intersections in 2020. Similar to the proposed action, most of the delays would be 15 seconds or less, but because the intersections are already operating at unacceptable levels of service, the established local threshold is very low and triggers a significant local impact resulting from delays as low as 2.5 seconds (see Section 4.1 or Appendix B). Accordingly, Alternative A would include **Mitigation Measure T-1**, in order to reduce or avoid these impacts. After mitigation, unavoidable impacts would occur at 8 of 74 intersections in 2012, and 5 of 74 intersections in 2020. However, delays of over 15 seconds would occur at only 2 of the 74 intersections in 2012 and 2020.

Beyond the Wilshire corridor, Alternative A would be expected to result in a beneficial effect on traffic in the metropolitan Los Angeles, particularly within the Mid-City and Westside areas, through the increased efficiency and public utilization of the Wilshire BRT system. Therefore, despite localized traffic impacts, within the larger context of the Wilshire corridor and the City of Los Angeles, Alternative A would not have an adverse effect on traffic and circulation.

No adverse effects related to traffic impacts would occur under Alternative A.

Parking

Similar to the proposed action, Alternative A would result in the removal of approximately 11 parking spaces between S. Park View Street and Fairfax Avenue (a distance of approximately 4.8 miles) to accommodate larger or relocated bus stops for facilitating bus movements in and out of stops. The removed parking spaces would be spread throughout this segment of the project, with no more than three spaces being removed on any single block. The removed parking spaces would have a small effect on parking supply to

serve local businesses during off-peak hours. During peak periods, parking is prohibited under current conditions; as such, the removal of these parking spaces would not affect parking supply at all.

Under Alternative A, parking supply would be unchanged between Comstock Avenue and Malcolm Avenue since jut-outs in this area would be retained. Therefore, no impact on parking would occur in this area.

No adverse effects related to parking would occur under Alternative A.

Measures to Minimize Harm

No Project Alternative

No adverse effects on traffic and parking would occur under the No Project Alternative; therefore, no mitigation is necessary.

Proposed Action

Although no adverse effects related to regional traffic impacts would occur under the proposed action, as discussed in the Traffic Study and in Section 4.1, **Mitigation Measure T-1** would be implemented in order to avoid or reduce some of the expected localized traffic impacts. No adverse effects on parking would occur.

Alternative A – Truncated Project Without Jut-Out Removal

Although no adverse effects related to regional traffic impacts would occur under Alternative A, as discussed in the Traffic Study, and in Section 4.1, **Mitigation Measure T-1** would be implemented in order to avoid or reduce some of the expected localized traffic impacts. No adverse effects on parking would occur.

Cumulative Impacts

No Project Alternative

No adverse effects on traffic and parking would occur under the No Project Alternative; therefore, no cumulatively adverse effects would be expected to occur. The No Project Alternative would neither directly affect nor contribute to a cumulative impact on regional traffic circulation and parking nor result in any possible beneficial cumulative effect.

No adverse effects would occur, and, therefore, no cumulatively adverse effects would occur.

Proposed Action

The RTP PEIR indicates that the region is expected to grow in both population and vehicle miles traveled (VMT). Development and redevelopment would result in increased traffic congestion, including along Wilshire Boulevard. The proposed action would improve the efficiency of existing transit services, which would expand regional transportation choices. The proposed action is aimed at improving regional quality of life and overall mobility. The proposed action may assist in the reduction in VMT due to the increased use of transit associated with the shift from automobile use to public transit by continuing to attract new transit riders through improved bus travel times and service reliability. Therefore, the proposed action would not result in an adverse cumulative effect on regional traffic circulation.

In terms of impacts of the proposed action on local traffic circulation, the proposed action would result in significant and unavoidable impacts related to the exceedance of LOS criteria for multiple intersections in both years 2012 and 2020, as discussed above. However, these impacts would not be considered adverse under NEPA as they are localized impacts and do not constitute a regionally substantial adverse effect. Furthermore, **Mitigation Measure T-1** would be implemented in order to avoid or reduce these localized impacts. Therefore, in consideration of the cumulatively beneficial effects that would result from the operation of the proposed action, the cumulative effect of the localized traffic impacts would be not be considered adverse under NEPA.

No adverse effects related to parking would occur individually or cumulatively.

The proposed action would result in regionally beneficial cumulative effects on traffic circulation, despite localized traffic impacts. No cumulative adverse effects would occur.

Alternative A – Truncated Project Without Jut-Out Removal

As discussed for the proposed action, the RTP PEIR indicates that the region is expected to grow in both population and vehicle miles traveled (VMT). Development and redevelopment would result in increased traffic congestion, including along Wilshire Boulevard. As with the proposed action, Alternative A would improve the efficiency of existing transit services, which would expand regional transportation choices.

However, in terms of impacts of Alternative A on local traffic circulation, Alternative A would result in significant and unavoidable impacts related to the exceedance of LOS criteria for multiple intersections in both years 2012 and 2020, as discussed above. However, these impacts would not be considered adverse under NEPA as they are localized impacts and do not constitute a regionally substantial adverse effect. Furthermore, **Mitigation Measure T-1** would be implemented in order to avoid or reduce these localized impacts. Therefore, in consideration of the cumulatively beneficial effect that would result from the operation of Alternative A, the cumulative

effect of the localized traffic impacts would not be considered adverse under NEPA.

No adverse effects related to parking would occur individually or cumulatively.

Alternative A would result in regionally beneficial cumulative impacts on traffic circulation, despite localized traffic impacts. No cumulative adverse effects would occur.

7.2.3 Air Quality

Affected Environment

As discussed in the Air Quality Assessment Report (Appendix C), the South Coast Air Quality Management District (SCAQMD) has jurisdiction over an area of approximately 10,743 square miles. This area includes all of Orange County, all of Los Angeles County except for the Antelope Valley, the non-desert portion of western San Bernardino County, and the western and Coachella Valley portions of Riverside County.

The project corridor is located within the South Coast Air Basin (Basin), an approximately 6,745-square-mile area bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The terrain and geographical location determine the distinctive climate of the Basin, which is a coastal plain with connecting broad valleys and low hills. The Basin is a subregion of the SCAQMD jurisdiction. While air quality in this area has improved, the Basin requires continued diligence to meet air quality standards.

The SCAQMD has divided the Basin into air monitoring areas and maintains a network of air quality monitoring stations located throughout the Basin. The project corridor's eastern half is located in the Central Los Angeles County Monitoring Area (i.e., Source Receptor Area [SRA] Number 1), while the western half is located in the Northwest Los Angeles County Coastal Monitoring Area (SRA 2). The nearest monitoring stations to the project corridor are the Los Angeles – North Main Street station to the east and the West Los Angeles – VA Hospital station near the western portion of the project corridor. The North Main Street station monitors O₃, PM₁₀, and PM_{2.5}, while the VA Hospital station monitors only O₃.

The Air Quality Assessment Report discusses the following pollutant trends: both State 1-hour and 8-hour O₃ standards were exceeded an average of four times each year at both stations. Particulate (PM₁₀ and PM_{2.5}) concentrations are largely affected by meteorology and show some variability during the 3-year reporting period. The State 24-hour PM₁₀ standard was exceeded three times in 2006, five times in 2007, and twice in 2008, while the national standard was not exceeded during the 3-year reporting period. The national PM_{2.5} standard was exceeded 11 times in 2006, 20 times in 2007, and 10 times in 2008.

According to the most current SCAQMD inhalation cancer risk data, the project corridor is located within a cancer risk zone of approximately 800 to 1,100 in one million.¹³² This is largely due to the project area's proximity to I-10 that is located just south of the project corridor. In addition, the I-405 freeway, which runs perpendicular to the project corridor in West Los Angeles, also contributes to the project area's baseline cancer risk. For comparison, the average cancer risk in the Basin at large is 1,194 per million.

Some population groups, such as children, the elderly, and acutely and chronically ill persons, especially those with cardio-respiratory diseases, are considered more sensitive to air pollution than others. Sensitive receptors within the project vicinity include multi-family residential land uses and schools located along the alignment.

Impacts

No Project Alternative

No construction activities or change in operational conditions would occur within the Wilshire corridor. Therefore, the No Project Alternative would not result in an adverse effect related to air quality impacts.

No adverse effects related to air quality impacts would occur.

Proposed Action

Criteria Pollutants

As detailed in the Air Quality Assessment Report, during project operation, traffic congestion would be the greatest potential contributor to criteria pollutants, particularly carbon monoxide (CO). However, adverse effects in the form of CO hotspots would not occur at the intersections with the highest traffic volumes located adjacent to sensitive receptors. Therefore, no adverse effects are anticipated to occur at any other locations in the study area because the conditions yielding CO hotspots would not be worse than those concentrations occurring at the analyzed intersections. Consequently, the sensitive receptors that are included in this analysis would not be adversely affected by CO emissions generated by the net increase in traffic that would occur under the proposed action. The proposed action would not cause an exceedance or exacerbate an existing exceedance of federal or state ambient air quality standards. Therefore, localized operational air quality impacts related to criteria pollutants, would not be considered substantially adverse.

Toxic Air Contaminants

The proposed action would likely have a beneficial effect on air quality by increasing public transit operational efficiency for the Wilshire BRT system. The proposed action would be expected to reduce air pollutant emissions by encouraging more commuters to leave their cars and ride the CNG powered buses.

¹³² South Coast Air Quality Management District, MATES III Carcinogenic Risk Interactive Map, available: <http://www2.aqmd.gov/webappl/matesiii/>, accessed July 25, 2008.

Regarding potential TAC emissions associated with the buildout and long-term operation of the proposed action, SCAQMD recommends that a health risk assessment (HRA) be conducted for projects that emit substantial diesel particulate emissions (e.g., truck stops and warehouse distribution facilities) or certain industrial projects that result in the emitting of acute and/or chronically hazardous TAC pollutants. Since the proposed action would operate CNG buses rather than diesel buses and would not result in the emission of acute and/or chronically hazardous TAC pollutants, an air toxics HRA is not warranted. Potential project-generated air toxic impacts on surrounding land uses would not be considered substantially adverse.

Operation of the proposed action would not result in a substantial adverse effect related to criteria pollutants or toxic air contaminants.

Alternative A – Truncated Project Without Jut-Out Removal

Similar to the proposed action, Alternative A would not result in substantial adverse effects related to criteria pollutant emissions or toxic air contaminants. Similar to the proposed action, adverse effects would not occur at the intersections with the highest traffic volumes located adjacent to sensitive receptors. Therefore, no substantial adverse effects are anticipated to occur at any other locations in the study area because the conditions yielding CO hotspots would not be worse than those concentrations occurring at the analyzed intersections.

Regarding TACs, as with the proposed action, Alternative A would operate CNG buses rather than diesel buses and would not result in the emission of acute and/or chronically hazardous TAC pollutants. No substantial adverse effects related to toxic air contaminant impacts on surrounding land uses would occur.

Operation of Alternative A would not result in a substantial adverse effect related to criteria pollutants or toxic air contaminants.

Measures to Minimize Harm

No Project Alternative

No adverse effects would occur; therefore, no mitigation measures would be required.

Proposed Action

No substantial adverse effects would occur. Therefore, no mitigation measures would be required.

Alternative A – Truncated Project Without Jut-Out Removal

No substantial adverse effects would occur. Therefore, no mitigation measures would be required.

Cumulative Impacts

No Project Alternative

No construction activities or change in operational conditions would occur along the project corridor. Therefore no adverse effects would occur, and no cumulative impacts would result.

No adverse effects would occur, and, therefore, no cumulatively adverse effects would occur.

Proposed Action

The SCAQMD's approach for assessing cumulative impacts is based on the AQMP forecasts of attainment of ambient air quality standards in accordance with the requirements of the federal and State Clean Air Acts. As previously discussed, the proposed action would be consistent with the AQMP, which is intended to bring the Basin into attainment for all criteria pollutants.

In addition, the mass regional emissions calculated for the proposed action (regional construction emissions) would not exceed applicable SCAQMD daily significance thresholds, which are designed to assist the region in attaining the applicable state and national ambient air quality standards. The proposed action would comply with the SCAQMD's Rule 403 (fugitive dust control) during construction, as well as all other adopted AQMP emissions control measures. Per SCAQMD rules and mandates, these same requirements (i.e., Rule 403 compliance, the implementation of all feasible mitigation measures, and compliance with adopted AQMP emissions control measures) would also be imposed on all projects Basin-wide, which would include all related projects. As such, cumulative impacts with respect to criteria pollutant emissions would be less than significant.

Cumulatively adverse effects would not occur related to criteria pollutant emissions under the proposed action.

Alternative A – Truncated Project Without Jut-Out Removal

Similar to the proposed action, Alternative A would be consistent with the AQMP due to similar or lesser impacts than the proposed action. Therefore, cumulatively adverse effects related to criteria pollutant emissions would not occur.

Cumulatively adverse effects would not occur related to criteria pollutant emissions under Alternative A.

7.2.4 Metropolitan Planning and Air Quality Conformity

Affected Environment

The project corridor is located in the South Coast Air Basin (Basin). The South Coast Air Quality Management District (SCAQMD) is required, pursuant to the Federal Clean Air Act (CAA), to reduce emissions of criteria pollutants for which the Basin is in non-attainment (i.e., O₃, PM₁₀, and PM_{2.5}). The proposed action would be subject to SCAQMD's AQMP. The AQMP contains a comprehensive list of pollution control strategies directed at reducing emissions and achieving ambient air quality standards. These strategies are developed, in part, based on regional population, housing, and employment projections prepared by SCAG.

Impacts

No Project Alternative

No construction activities would occur related to the proposed action, and no change or improvement in operational conditions along the Wilshire corridor would occur. Therefore, the No Project Alternative would not result in an adverse effect related to metropolitan planning or air quality conformity.

No adverse effects related to planning or air quality conformity would result from the No Project Alternative.

Proposed Action

The proposed project is included in the Southern California Association of Governments (SCAG) Final 2008 Regional Transportation Plan (RTP) and SCAG Final Adopted 2008 Regional Transportation Improvement Program (RTIP) including Amendment 1-32, under project identification number LA29202W. The Final 2008 RTP and Final 2008 RTIP were found to be conforming by Federal Highway Administration (FHWA) on June 6, 2008 and November 17, 2008, respectively. The project design concept and scope as described in this Air Quality Report is consistent with the project description in the currently conforming RTP and RTIP. As such, the project's operational emissions, which include the ozone (O₃) precursors reactive organic gases (ROG) and nitrogen oxides (NO_x), meet regional transportation conformity determination requirements imposed by the U.S. Environmental Protection Agency (EPA). In addition, the project qualifies for an exemption from the requirement to determine conformity per 23 CFR 93.126. As such, the project does not require a project-level conformity analysis..

No adverse effects related to planning or air quality conformity would result from the proposed action.

Alternative A – Truncated Project Without Jut-Out Removal

Similar to the proposed action, Alternative A qualifies for an exemption from the requirement to determine conformity per 23 CFR 93.126. As such, the project does not require a project-level conformity analysis.

No adverse effects related to planning or air quality conformity would result from Alternative A.

Measures to Minimize Harm

No Project Alternative

No adverse effects would occur under the No Project Alternative; therefore, no mitigation measures are necessary.

Proposed Action

No adverse effects would occur related to planning or air quality conformity under the proposed action. Therefore, no mitigation measures are necessary.

However, the SCAQMD is required, pursuant to the Clean Air Act, to reduce emissions of criteria pollutants for which the Basin is in non-attainment (i.e., O₃, PM₁₀, and PM_{2.5}). The proposed action would be subject to the SCAQMD's AQMP. The AQMP contains a comprehensive list of pollution control strategies directed at reducing emissions and achieving ambient air quality standards. These strategies are developed, in part, based on regional population, housing, and employment projections prepared by SCAG.

Furthermore, as standard practice for all LACMTA projects, the proposed action would comply with SCAQMD rules, including Rule 403 (Fugitive Dust), which would minimize fugitive dust emissions during construction.

Alternative A – Truncated Project Without Jut-Out Removal

Similar to the proposed action, no adverse effects would occur related to planning or air quality conformity under the proposed action. Therefore, no mitigation measures are necessary.

As with the propose action, Alternative A would similarly conform to all required SCAQMDs pollution control strategies.

Cumulative Impacts

No Project Alternative

No adverse effects would occur under the No Project Alternative; therefore, no cumulative adverse effects would occur.

No cumulatively adverse effects would occur under the No Project Alternative.

Proposed Action

No adverse effects related to metropolitan planning or air quality conformity would occur under the proposed action; therefore, no cumulative adverse effects would occur.

No cumulatively adverse effects would occur under the proposed action.

Alternative A – Truncated Project Without Jut-Out Removal

Similar to the proposed action, no adverse effects related to metropolitan planning or air quality conformity would occur under this alternative. Alternative A would involve a smaller project area and, therefore, would result in lower potential for air quality impacts. No adverse effects would be anticipated.

No cumulatively adverse effects would occur under Alternative A.

7.2.5 Carbon Monoxide Hot Spots

Affected Environment

As discussed in the Air Quality Assessment Report (Appendix C), within an urban setting, vehicle exhaust is the primary source of CO. Consequently, the highest CO concentrations are generally found close to congested intersections. Under typical meteorological conditions, CO concentrations tend to decrease as the distance from the emissions source (i.e., congested intersection) increases. For purposes of providing a conservative worst-case impact analysis, CO concentrations are typically analyzed at congested intersection locations. If impacts are less than significant close to congested intersections, impacts will also be less than significant at more distant sensitive-receptor locations. The Air Quality Assessment Report, in conjunction with the Traffic Impact Assessment, analyzed 74 key intersection locations along routes that accommodate much of the traffic traveling within the project area.

Impacts

No Project Alternative

No change or improvement in operational conditions along the Wilshire corridor would occur. Therefore, the No Project Alternative would not result in an adverse effect related to carbon monoxide hotspots.

No adverse effects related to carbon monoxide hotspots would result from the No Project Alternative.

Proposed Action

Traffic generated during the operational phase of the proposed action would have the potential to create local area CO impacts. To ascertain the proposed action's potential to generate localized air quality impacts, the Traffic Impact Assessment prepared for the project was reviewed to determine the potential for the creation of localized carbon monoxide (CO) hot spots at congested intersection locations. The SCAQMD recommends a hot spot evaluation of potential localized CO impacts when vehicle to capacity (V/C) ratios are increased by two percent or more at intersections with a level of service (LOS) of C or worse.

According to the Air Quality Assessment Report, of the 74 key intersection locations analyzed for the year 2012, 38 intersections could potentially create a localized CO hot spot with the proposed project. For the year 2020, it was concluded that 43 intersections could potentially create a localized CO hot spot with the proposed project.¹³³

Local area CO concentrations were projected using the CALINE 4 traffic pollutant dispersion model. The analysis of CO impacts followed the protocol recommended by the California Department of Transportation, published as *Transportation Project-Level Carbon Monoxide Protocol*, December 1997. It is also consistent with procedures identified through the SCAQMD's CO modeling protocol, with all four corners of each intersection analyzed to determine whether project development would result in a CO concentration that exceeds federal or state CO standards.

The proposed action's CO concentrations for a.m. and p.m. 1- and 8-hour CO levels for project build-out year 2012, and horizon year 2020 are presented in Tables 4.2-6 and 4.2-7, respectively (see Section 4.2). As shown therein, the proposed action would not have a substantial adverse effect on 1-hour or 8-hour local CO concentrations due to mobile source emissions.

Adverse effects would not occur at the intersections with the highest traffic volumes located adjacent to sensitive receptors. Therefore, no adverse effects are anticipated to occur at any other locations in the study area because the

¹³³ Based on SCAQMD-recommended screening criteria, any intersection that 1) operates at LOS C or worse, and 2) would experience an increase in peak-hour volume to capacity ratio of 2% or more as a result of project-related traffic, should be evaluated for potential to create a localized CO hotspot.

conditions yielding CO hotspots would not be worse than those concentrations occurring at the analyzed intersections. Consequently, the sensitive receptors that are included in this analysis would not be adversely affected by CO emissions generated by the net increase in traffic that would occur under the proposed action. The proposed action would not cause an exceedance or exacerbate an existing exceedance of a federal or state ambient air quality standards. Therefore, localized operational air quality impacts related to criteria pollutants, would not be considered substantially adverse.

No substantial adverse effect related to carbon monoxide hotspots would occur for any of the study area intersection locations under the proposed action.

Alternative A – Truncated Project Without Jut-Out Removal

Similar to the proposed action, traffic generated during the operational phase of this alternative would have the potential to create local area CO impacts. According the Air Quality Assessment Report, of the 74 key intersection locations analyzed for the year 2012, 36 intersections could potentially create a localized CO hot spot under Alternative A. For the year 2020, it was concluded that 37 intersections could potentially create a localized CO hot spot under Alternative A.¹³⁴

As discussed for the proposed action above, under Alternative A, CO concentrations for a.m. and p.m. 1- and 8-hour CO levels for project build-out year 2012, and horizon year 2020 are presented in Tables 5-9 and 5-10, respectively (see Section 5.2.2). As shown therein, Alternative A would not have a substantial adverse effect on 1-hour or 8-hour local CO concentrations due to mobile source emissions. Similar to the proposed action, adverse effects would not occur at the intersections with the highest traffic volumes located adjacent to sensitive receptors. Therefore, no substantial adverse effects are anticipated to occur at any other locations in the study area because the conditions yielding CO hotspots would not be worse than those concentrations occurring at the analyzed intersections.

No substantial adverse effect related to carbon monoxide hotspots would occur for any of the study area intersection locations under Alternative A.

Measures to Minimize Harm

No Project Alternative

No adverse effects would occur under the No Project Alternative; therefore, no mitigation measures are necessary.

¹³⁴ Based on SCAQMD-recommended screening criteria, any intersection that 1) operates at LOS C or worse, and 2) would experience an increase in peak-hour volume to capacity ratio of 2% or more as a result of project-related traffic, should be evaluated for potential to create a localized CO hotspot.

Proposed Action

No substantial adverse effect would occur related to carbon monoxide hotspots under the proposed action. Therefore, no mitigation measures are necessary.

Alternative A – Truncated Project Without Jut-Out Removal

No substantial adverse effect would occur related to carbon monoxide hotspots under Alternative A. Therefore, no mitigation measures are necessary.

Cumulative Impacts

No Project Alternative

No adverse effects would occur under the No Project Alternative; therefore, no cumulatively adverse effects would occur.

Cumulatively adverse effects would not occur related to carbon monoxide hotspots under the No Project Alternative.

Proposed Action

No substantial adverse effect would occur related to carbon monoxide hotspots under the proposed action. The sensitive receptors that are included in this analysis would not be adversely affected by CO emissions generated by the net increase in traffic that would occur under the proposed action, as shown in Tables 4.2-6 and 4.2-7 in Section 4.2 of this document. Therefore, no cumulatively adverse effects would be likely.

Per SCAQMD rules and mandates, these same requirements (i.e., Rule 403 compliance, the implementation of all feasible mitigation measures, and compliance with adopted AQMP emissions control measures) would also be imposed on all projects Basin-wide, which would include all related projects. As such, cumulative impacts with respect to carbon monoxide hotspots would not be considered adverse.

Cumulatively adverse effects would not occur related to carbon monoxide hotspots under the proposed action.

Alternative A – Truncated Project Without Jut-Out Removal

No substantial adverse effect would occur related to carbon monoxide hotspots under this alternative. The sensitive receptors that are included in this analysis would not be adversely affected by CO emissions generated by the net increase in traffic that would occur under Alternative A, as shown in Tables 5-9 and 5-10 in Chapter 5 of this document. Therefore, no cumulatively adverse effects would be likely.

Cumulatively adverse effects would not occur related to carbon monoxide hotspots under Alternative A.

7.2.6 Greenhouse Gas Emissions

Affected Environment

Global climate change is caused by combined worldwide greenhouse gas (GHG) emissions, and mitigating global climate change will require worldwide solutions. GHGs play a critical role in the Earth's radiation budget by trapping infrared radiation emitted from the Earth's surface, which could have otherwise escaped to space. Prominent GHGs contributing to this process include water vapor, carbon dioxide (CO₂), nitrous oxide (N₂O), methane (CH₄), ozone (O₃), and certain hydro- and fluorocarbons. This phenomenon, known as the "greenhouse effect," keeps the Earth's atmosphere near the surface warmer than it would be otherwise and allows for successful habitation by humans and other forms of life. Increases in these gases lead to more absorption of radiation and warm the lower atmosphere further, thereby increasing evaporation rates and temperatures near the surface. Emissions of GHGs in excess of natural ambient concentrations are thought to be responsible for the enhancement of the greenhouse effect and to contribute to what is termed "global warming," a trend of unnatural warming of the Earth's natural climate. Climate change is a global problem, and GHGs are global pollutants, unlike criteria air pollutants (such as O₃ precursors) and TACs, which are pollutants of regional and local concern.

Impacts

No Project Alternative

No construction activities or changes in operational conditions along the Wilshire corridor would occur under the No Project Alternative; therefore, no adverse effect would occur related to GHGs.

No adverse effect related to GHG emissions would occur under the No Project Alternative.

Proposed Action

As detailed in the Air Quality Assessment Report (Appendix C), the proposed action's contribution to GHG emissions during short-term construction activities is estimated to be 62 metric tons. In an effort to put this number into perspective, statewide carbon dioxide equivalent (CO₂e) emissions for year 2006 were estimated to be 479.8 million metric tons. The proposed action's amount of emissions, without considering other cumulative global emissions, would be insufficient to cause substantial climate change directly. Thus, project emissions, in isolation, are not considered adverse. However, climate change is a global cumulative impact, and the proper context for

analysis of this issue is not a project's emissions in isolation, but rather as a contribution to cumulative GHG emissions.

During operation of the proposed action, it would be expected that a beneficial impact on GHG emissions would occur due to decreased traffic congestion along the Wilshire corridor, increased efficiency and use of the CNG-fueled Wilshire BRT, and decreased personal vehicle VMTs.

No substantial adverse effect related to GHG emissions would result under the proposed action.

Alternative A – Truncated Project Without Jut-Out Removal

Alternative A would have similar or lesser GHG emissions from construction activities, due to the smaller extent of proposed improvements and construction activities under Alternative A. Similar to the proposed action, Alternative A would also be expected to result in a beneficial impact on GHG emissions due to decreased traffic congestion along the Wilshire corridor, increased efficiency and use of the CNG-fueled Wilshire BRT, and decreased personal vehicle VMTs. Nevertheless, mitigation measures to reduce project-related GHG emissions by the greatest extent feasible are prescribed below.

No substantial adverse effect related to GHG emissions would result under the proposed action.

Measures to Minimize Harm

No Project Alternative

No adverse effects would occur under the No Project Alternative; therefore, no mitigation measures are necessary.

Proposed Action

The proposed action would reduce GHG emissions, compared with existing conditions, by improving traffic circulation and relieving local congestion. Implementation of the prescribed mitigation measures during construction (**Mitigation Measures AQ-1** through **AQ-4** described in detail in Section 4,2) would further reduce the proposed action's GHG emissions.

Alternative A – Truncated Project Without Jut-Out Removal

Similar to the proposed action described above, Alternative A would reduce GHG emissions, compared with existing conditions, by improving traffic circulation and relieving local congestion. Implementation of the prescribed mitigation measures during construction (**Mitigation Measures AQ-1** through **AQ-4** described in detail in Section 4,2) would further reduce the GHG emissions generated by Alternative A.

Cumulative Impacts

No Project Alternative

No construction activities or changes in operational conditions along the Wilshire corridor would occur under the No Project Alternative; therefore, no adverse cumulative effect would occur related to GHGs.

No cumulative adverse effect related to GHG emissions would occur under the No Project Alternative.

Proposed Action

Because quantitative GHG guidelines, including relevant thresholds, have not been developed by the SCAQMD, emissions estimate provided by the Air Quality Assessment Report (Appendix C) are provided for information purposes only. According to a recent white paper by the Association of Environmental Professionals, “an individual project does not generate enough GHG emissions to significantly influence global climate change. Global climate change is a cumulative impact; a project participates in this potential impact through its incremental contribution combined with the cumulative increase of all other sources of GHG emissions.” Project-related impacts are not expected to be adverse because climate change would not occur directly from project emissions. Nevertheless, implementation of the prescribed mitigation measures during construction (**Mitigation Measures AQ-1** through **AQ-4** described in detail in Section 4.2) would further reduce the proposed action’s GHG emissions contribution.

No substantial cumulative adverse effect related to GHG emissions would occur under the proposed action.

Alternative A – Truncated Project Without Jut-Out Removal

Similar to the proposed project, Alternative A would not result in a substantial adverse effect related to GHG emissions or global climate change. However, global climate change is a cumulative impact; a project participates in this potential impact through its incremental contribution combined with the cumulative increase of all other sources of GHG emissions.” Impacts resulting from Alternative A are not expected to be adverse because climate change would not occur directly from project emissions. Nevertheless, implementation of the prescribed mitigation measures during construction (**Mitigation Measures AQ-1** through **AQ-4** described in detail in Section 4.2) would further reduce the GHG emissions contribution generated by Alternative A.

No substantial cumulative adverse effect related to GHG emissions would occur under Alternative A.

7.2.7 Historic, Archaeological, and Paleontological Resources

This section summarizes cultural resources present within the project area, evaluates the potential project-related impacts to these resources, and provides mitigation measures, as applicable. The information provided herein is based upon the results and recommendations from reports prepared by ICF, Historic Resources Technical Report for the Wilshire Bus Rapid Transit Project and the Archaeological Survey Report for the Wilshire Bus Rapid Transit Project, both of which were prepared in January 2010 for the Los Angeles County Metropolitan Transportation Authority (LACMTA). The ICF reports are included in their entirety in Appendices D and E of this environmental document. The survey study of cultural resources was conducted under the provisions of Section 106 of the National Historic Preservation Act (NHPA).

National Historic Preservation Act of 1966 – Section 106

Enacted in 1966 and amended in 2000, the National Historic Preservation Act (NHPA) declared a national policy of historic preservation and instituted a multifaceted program, administered by the Secretary of the Interior, to encourage the achievement of preservation goals at the federal, state, and local levels. The NHPA authorized the expansion and maintenance of the National Register of Historic Places, established the position of State Historic Preservation Officer (SHPO), and provided for the designation of State Review Boards, set up a mechanism to certify local governments to carry out the purposes of the NHRA, assisted Native American tribes to preserve their cultural heritage, and created the Advisory Council on Historic Preservation (ACHP).

Section 106 of the NHPA states that federal agencies with direct and indirect jurisdiction over federally funded, assisted, or licensed undertakings (projects) must take into account the effect of the undertaking on any historic property that is included in, or is eligible for inclusion in, the NRHP and that the ACHP must be afforded an opportunity to comment through a process outlined in the ACHP regulations in 36 Code of Federal Regulations (CFR) Part 800, on such undertakings. For the proposed action, there is Federal involvement; therefore, the Section 106 compliance is required as part of the environmental review process.

Affected Environment

Historic Resources

An Architectural Resources Technical Report (ARTR) for the Wilshire BRT Project was prepared in January 2010 to fulfill the requirements of the Section 106 review of the proposed action (Appendix D). As part of the ARTR, a records search and Cultural Resources Survey were completed for the project area. As a result of consultation with the California State Historic

Preservation Officer (SHPO) in April 2008, for the purposes of the historic resources survey, only those areas where changes would occur to curbs and sidewalks were included in the Area of Potential Effect (APE)(included in Appendix C of the ARTR). This area is bounded by Comstock Avenue to the east and Malcolm Avenue to the west and continues between Bonsall Avenue to the east to Barrington Avenue to the west, extending one parcel on each side of Wilshire Boulevard, excluding the north side of Wilshire between Bonsall Avenue and Federal Avenue.¹³⁵

National, state, and local inventories of architectural and historic resources were reviewed to determine the location of previously documented historic and architectural resources proximate to the project corridor. These included standard sources of information, such as the National Register of Historic Places (National Register) and the California Register of Historical Resources (California Register).

The Cultural Resources Survey identified 21 architectural resources in the APE that required application of the National Register Criteria for Evaluation. Of the 21 resources, 6 were determined eligible for listing on the National Register during the current survey process, as shown in Table 7-1. These properties consist of 1250 Federal Avenue, 10375 Wilshire Boulevard, 10401 Wilshire Boulevard, 10416 Wilshire Boulevard, 10497 Wilshire Boulevard, and 10822 Wilshire Boulevard. These properties were found to be eligible for the National Register under Criterion C at a local level of significance. In addition, two previously recorded historic properties are located in the APE, Chateau Colline at 10335 Wilshire Boulevard, which was listed in the National Register on May 22, 2003, and the Veterans Administration (VA) Medical Center, which was determined eligible for the National Register as a historic district on November 11, 1980. As a result, both of these properties are also listed on the California Register.

Archaeological Resources

An Archaeological Survey Report (ASR) for the Wilshire BRT Project was conducted to determine whether prehistoric or historic resources are present along the Wilshire corridor (Appendix E). As part of the ASR, a records search was conducted at the South Central Coastal Information Center at California State University, Fullerton. This search determined that portions of the project corridor have been surveyed previously, and a total of 81 cultural resource sites, which include prehistoric sites, historic sites, and structures, have been recorded within the boundaries of the project route. The Native American Heritage Commission (NAHC) was also contacted. Subsequently, the NAHC provided a list of five Native American contacts in Los Angeles County. Letters describing the proposed action and indicating the project location were sent to the five Native American contacts.

¹³⁵ The APE does not include the north side of Wilshire Boulevard between Bonsall Avenue and Federal Avenue; therefore, the Veterans Administration land that includes the Wadsworth Theater and Chapel were not surveyed.

Table 7-1: Properties Listed in or Determined Eligible for Listing in the National Register of Historic Places

Property Name	Address/Location	Listed in the National Register?	Details
1. Chateau Colline	10335 Wilshire Bl.	Yes	Recorded as National Register item #03000426 on May 22, 2003.
2. Wilshire Terrace Luxury Apartments	10375 Wilshire Bl.	Potentially Eligible	Potentially eligible for the National Register under Criterion C at a local level of significance (pending State Historic Preservation Officer [SHPO] consultation).
3. 10401 Wilshire Apartments	10401 Wilshire Bl.	Potentially Eligible	Potentially eligible for the National Register under Criterion C at a local level of significance (pending SHPO consultation).
4. Sinai Temple	10416 Wilshire Bl.	Potentially Eligible	Potentially eligible for the National Register under Criterion C at a local level of significance (pending SHPO consultation).
5. Westwood United Methodist Church	10497 Wilshire Bl.	Potentially Eligible	Potentially eligible for the National Register under Criterion C at a local level of significance (pending SHPO consultation).
6. Westwood Presbyterian Church	10822 Wilshire Bl.	Potentially Eligible	Potentially eligible for the National Register under Criterion C at a local level of significance (pending SHPO consultation).
7. Veterans Administration Medical Center	11301 Wilshire Bl.	Yes	Determined eligible for the National Register as a historic district on November 11, 1980. It is recorded as National Register item #65001079
8. U.S. Army Reserve Center/Sadao Munemori Hall	1250 Federal Ave.	Potentially Eligible	Potentially eligible for the National Register under Criterion C at a local level of significance (pending SHPO consultation).

Source: ICF, 2010; National Register, 2010.

An archaeological field survey of the project corridor was conducted in October 2008. The archaeological field survey did not result in the identification of any superficial prehistoric or historic archaeological sites or features. However, there are three pre-recorded sites located in the areas where construction-related activities are proposed. One of these sites is the La Brea Tar Pits. Even though the project corridor is heavily urbanized, buried cultural resources have been identified during previous construction ground-disturbing activities in proximity to the project corridor. Consequently, there is the potential for buried cultural resource deposits to exist beneath previously disturbed and developed land surfaces.

Paleontological Resources

As part of the ASR (Appendix E), a paleontological assessment report and a Los Angeles County Museum of Natural History records search were completed, which identified the project corridor and vicinity as a highly sensitive paleontological area. Even though the proposed corridor is heavily

urbanized, buried cultural and paleontological resources have been identified in the vicinity of the project corridor. Therefore, there is the potential for buried cultural and paleontological deposits to exist beneath previously disturbed and developed land surfaces.

Impacts

No Project Alternative

Under the No Project Alternative, the project corridor would remain in its current state. As no construction would occur under the No Project Alternative, there would be no potential disturbance of historic or cultural resources.

No adverse effects would occur related to cultural resources under the No Project Alternative.

Proposed Action

Historic Resources

The proposed action would convert existing curb lanes on Wilshire Boulevard to bus and right-turn only operation in the peak periods on weekdays. To implement the proposed action, 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, jut-out removal, or restriping. Although eight buildings within the APE are historic properties under Section 106, the proposed action would not include structures or other elements that could adversely affect these resources. In addition, based on field observations and review of the proposed changes to the sidewalks adjacent to the eight historic properties, none of the characteristics that qualify those historic properties for inclusion in the National Register would be affected. As a result, there would be no adverse effects on historic resources.

Archaeological and Paleontological Resources

The bulk of the project involves activities such as sidewalk removal, pavement replacement, or restriping, which are not ground disturbing. For purposes of the proposed action, pavement replacement is not considered a ground-disturbing activity. In those instances where sidewalk widths would be reduced, roadway base or curb lanes reconstructed, or turn pockets altered, the projected depths of subsurface work are anticipated to be very shallow. Due to previous complications of encountering tar seepage during construction related activities in portions of the project corridor, the ground disturbance proposed for the project is not anticipated to go beyond two feet below the surface. Given that the shallowest depth where archaeological and paleontological resources may be encountered is six feet¹³⁶, it is anticipated that the proposed action would result in no direct or indirect impacts on

¹³⁶ ICF International, Archaeological Survey Report for the Wilshire Bus Rapid Transit Project Los Angeles, California, April 2010.

archaeological and paleontological resources. Therefore, there would be no adverse effects on archaeological and paleontological resources.

No adverse effects would occur related to cultural resources under the proposed action.

Alternative A – Truncated Project Without Jut-out Removal

Similar to the proposed action, this alternative would require construction activities, although within a smaller project area. However, as with the proposed action, the bulk of the project involves activities such as sidewalk removal, pavement replacement, or restriping, which are not ground disturbing. For purposes of the proposed action, pavement replacement is not considered a ground-disturbing activity. In those instances where sidewalk widths would be reduced or turn pockets altered, the projected depths of subsurface work are anticipated to be very shallow. Due to previous complications of encountering tar seepage during construction related activities in portions of the project corridor, the ground disturbance proposed for this alternative is not anticipated to go beyond two feet below the surface. Given that the shallowest depth where archaeological and paleontological resources may be encountered is six feet¹³⁷, it is anticipated that this alternative would result in no direct or indirect impacts on archaeological and paleontological resources. Therefore, there would be no adverse effects on archaeological and paleontological resources.

No adverse effects would occur related to cultural resources under Alternative A.

Measures to Minimize Harm

No Project Alternative

Under the No Project Alternative, the project corridor would remain in its current state, and no historic, archaeological, paleontological or other cultural resource impacts would occur. Therefore, no mitigation measures are required.

Proposed Action

Historic Resources

No effects on historic properties or historical resources were identified; therefore, no mitigation measures are required.

Archaeological and Paleontological Resources

The ICF survey did not result in the identification of any surficial prehistoric or historic archaeological sites or features. For purposes of this project, pavement replacement is not considered a ground-disturbing activity. In addition, due to previous complications of encountering tar seepage during

¹³⁷ *Ibid.*

construction related activities in this area, the proposed ground disturbance for this project is not anticipated to go beyond two feet below the surface. Therefore, no adverse effects related to archaeological or paleontological resources would be anticipated to occur, and no mitigation measures are required.

Alternative A – Truncated Project Without Jut-out Removal

Similar to the proposed action, no adverse effects related to archaeological or paleontological resources would be anticipated to occur, and no mitigation measures are required.

Cumulative Impacts

No Project Alternative

Under the No Project Alternative, the project corridor would remain in its current state, and no cultural resource impacts would occur.

No cumulatively adverse effects would occur under the No Project Alternative.

Proposed Action

No historical resources were identified within the APE established for the project that would be adversely affected by the implementation of the new bus lanes. Therefore, the proposed action would not contribute to any cumulative impacts to historical resources in the proposed corridor.

Similarly, due to previous complications of encountering tar seepage during construction related activities in portions of the project corridor, the ground disturbance proposed for the project is not anticipated to go beyond two feet below the surface. Given that the shallowest depth where archaeological and paleontological resources may be encountered is six feet, it is anticipated that the proposed action would result in no direct or indirect impacts on archaeological and paleontological resources. Therefore, there would be no adverse effects on archaeological and paleontological resources. Accordingly, the proposed action would not contribute to any cumulative impacts to archaeological and paleontological resources in the proposed corridor.

No cumulatively adverse effects would occur under the proposed action.

Alternative A – Truncated Project Without Jut-out Removal

No historical resources were identified within the APE established for this alternative that would be adversely affected by the implementation of the new bus lanes. Therefore, this alternative would not contribute to any cumulative impacts to historical resources in the proposed corridor.

Similarly, due to previous complications of encountering tar seepage during construction related activities in portions of the project corridor, the ground disturbance proposed for this alternative is not anticipated to go beyond two feet below the surface. Given that the shallowest depth where archaeological and paleontological resources may be encountered is six feet, it is anticipated that this alternative would result in no direct or indirect impacts on archaeological and paleontological resources. Therefore, there would be no adverse effects on archaeological and paleontological resources. Accordingly, this alternative would not contribute to any cumulative impacts to archaeological and paleontological resources in the proposed corridor.

No cumulatively adverse effects would occur under Alternative A.

7.2.8 Visual Quality

Affected Environment

Wilshire Boulevard stretches from downtown Los Angeles to the City of Santa Monica and passes through or near many major activity centers and destinations and generally consists of low to high density commercial development, as well as both low and high density multi-family neighborhoods. Wilshire Boulevard contains a variety of architecture styles that contribute to the character of the project corridor. The existing visual characteristics of the project corridor are discussed in detail below.

Views and Vistas

The corridor contains significant far-off views of the Hollywood Hills, the Santa Monica Mountains, and the downtown skyline. In general, the Wilshire corridor is fronted by commercial and retail uses and some medium- to high-density residential buildings, including several new developments along Wilshire Boulevard near Highland Avenue, between La Brea Avenue and Fairfax Avenue, and near Vermont Avenue and Western Avenue. For a more detailed description of land uses, see Table 4.5-1 (Description of Land Uses, Activity Centers, and Community Facilities) in Section 4.5 of this document.

Visual Character

Visual character and resource assessment for FTA projects typically follow the Visual Resource Inventory Manual published by the U.S. Department of the Interior, Bureau of Land Management. Impacts are determined by how visually sensitive the study area and the public may be to new development. In general, the Wilshire corridor is located in a highly urbanized area of Los Angeles and it is fronted by commercial and retail uses and some low to medium residential buildings. Sensitive land uses include the mid- and high-rise towers located along Wilshire Boulevard between the Los Angeles Country Club and Malcolm Avenue along Wilshire Boulevard, and portions of Wilshire Boulevard in the Wilshire Community Plan Area, which contains interspersed multi-family residential areas and recreational facilities, such as

Museum Row, Hancock Park, and La Brea Tar Pits. These sensitive land uses, particularly those in the Westwood area, have views from various angles of the six historic resources that were determined eligible for listing on the National Register, Chateau Colline (listed on the National Register), and the VA Medical Center (previously determined eligible on the National Register as a historic district). In addition to being visible to these sensitive land uses, these resources are also currently visible from other areas along the corridor and contribute significantly to the visual character of the corridor. Observation of the project corridor suggests that these resources, along with other architecturally, culturally, and socially significant structures and places, are heavily utilized by the public and are likely of high public interest. Therefore, the project corridor has a high visual sensitivity level.

Light and Glare

The Wilshire corridor is located in an urban setting adjacent to retail commercial, office commercial, public facilities, and residential uses that emit relatively high levels of ambient lighting. In addition, the project corridor contains standard street lights that are located within the sidewalks on both sides of Wilshire Boulevard. Glare is a common phenomenon due mainly to the occurrence of a high number of days per year with direct sunlight and the highly urbanized nature of the region, which result in a large concentration of potentially reflective surfaces. Most glare in the project corridor is generated by reflective materials on the surrounding mid- to high-rise buildings and glare from vehicles passing along the Wilshire corridor and on the surrounding major north/south streets. The closest light and glare sensitive uses to the project corridor include the mid- and high-rise towers located along Wilshire Boulevard between the Los Angeles Country Club and Malcolm Avenue and portions of Wilshire Boulevard in the Wilshire Community Plan Area, which contains interspersed multi-family residential areas and recreational facilities.

Shadows

The prevalence of shadows is directly attributable to building heights, the angle of the sun and the location of a project relative to off-site shadow sensitive land uses. Shadow sensitive uses include routinely useable outdoor spaces associated with residential, recreational, or institutional land uses; commercial uses, such as pedestrian-oriented outdoor spaces or restaurants with outdoor seating areas; nurseries; and existing solar collectors. Currently, land uses along the Wilshire corridor cast shadows on other surrounding land uses and on the project corridor itself.

Impacts

No Project Alternative

Under the No Project Alternative, the improvements under the proposed action would not be implemented. No construction activities would take place, no street facilities would be altered, and, therefore, no visual impacts would occur.

No adverse effects related to visual resources would occur under the No Project Alternative.

Proposed Action

The proposed action would convert existing curb lanes on Wilshire Boulevard to bus and right-turn only operation in the peak periods on weekdays. To implement the proposed action, 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 or removing jut-outs. The proposed action would not include structures or other elements that would potentially obstruct views of far-off scenic features or structures and places that contribute to the visual character of the corridor, such as the potentially historic or historically significant cultural resources.

The proposed removal of jut-outs along the segment of the project corridor between Comstock Avenue and Malcolm Avenue, the extension of the eastbound left-turn pocket at Sepulveda Boulevard and the widening of Wilshire Boulevard between Bonsall and Federal Avenues, which would affect the existing median, would result in the removal of a number of street trees. However, a more detailed landscape plan would be developed in the Preliminary Engineering phase to identify the trees to be displaced and the location and number of new trees to be replanted along this segment of Wilshire Boulevard. The proposed improvements would comply with all local construction standards and guidelines, including design guidelines for roadways, streetscape, and landscaping. As such, with the inclusion of **Mitigation Measure A-1** below, the proposed action would not adversely affect the visual integrity of the surrounding neighborhood and streetscape/landscape along Wilshire Boulevard.

The proposed action would not result in a substantial new amount of lighting on Wilshire Boulevard. Some light posts may need to be replaced as a result of curb improvements on Wilshire Boulevard between Comstock Avenue and Malcolm Avenue. However, new lighting associated with the proposed action would be installed in compliance with all applicable lighting standards to contribute minimally to the visual contrast of the proposed action with surrounding land uses during the nighttime hours. In addition, because the proposed action would mainly involve the street rehabilitation of Wilshire Boulevard and the striping of new bus lanes, the proposed action would result in minimal, if any, shadow effects.

*Under the proposed action, with the incorporation of the identified mitigation measure (**Mitigation Measure A-1**), no substantial adverse effects are anticipated related to the visual character, integrity, and quality of the project corridor. No adverse effects would occur related to light, glare and shadows.*

Alternative A – Truncated Project Without Jut-out Removal

Similar to the proposed action, this alternative would not include structures or other elements that would potentially obstruct views of far-off scenic

features or structures and places that contribute to the visual character of the corridor, such as the potentially historic or historically significant cultural resources. The jut-outs would not be removed between Comstock Avenue and Malcolm Avenue, and, therefore, no trees would be removed in this area. However, Alternative A would also involve the extension of the eastbound left-turn pocket at Sepulveda Boulevard and street widening between Bonsall and Federal Avenues, which would affect the existing median, resulting in the removal of a number of small jacaranda trees. This alternative would comply with all local construction standards and guidelines, including design guidelines for roadways, streetscape, and landscaping, and as such, would not adversely affect the visual integrity of the surrounding neighborhood and streetscape/landscape along Wilshire Boulevard. Similar to the proposed action, this alternative would not result in a substantial new amount of lighting, or shadow effects, along Wilshire Boulevard. Because this alternative does not include the removal of jut-outs and street trees between Comstock Avenue and Malcolm Avenue, fewer visual changes would occur. Therefore, no adverse visual effects are anticipated.

Under Alternative A, no adverse effects are anticipated related to the visual character, integrity, and quality of the project corridor. Furthermore, no adverse effects would occur related to light, glare and shadows.

Measures to Minimize Harm

No Project Alternative

No visual changes would occur, therefore, no mitigation measures are necessary under the No Project Alternative.

Proposed Action

In order to ensure that adverse impacts related to tree removal are minimized, the following mitigation measure is recommended:

- A-1 Wherever feasible, trees within the existing jut-outs shall be preserved or relocated and incorporated into the landscape plan where space permits.

Alternative A – Truncated Project Without Jut-out Removal

No adverse visual effects would occur; therefore, no mitigation measures are required under Alternative A.

Cumulative Impacts

No Project Alternative

No visual changes would occur; therefore, no adverse cumulative impacts would occur under the No Project Alternative.

No cumulatively adverse effects would occur under the No Project Alternative.

Proposed Action

The proposed Wilshire BRT Project would not result in the obstruction or modification of background views of the Hollywood Hills, Santa Monica Mountains, or the downtown skyline or the degradation of the visual quality of the surrounding communities along the project corridor. Therefore, the proposed action would not contribute to any cumulative impacts related to visual quality in the project corridor. The implementation of mitigation measure A-1 above will ensure that no adverse cumulative visual impacts occur due to the loss of landscaping between Comstock Avenue and Malcolm Avenue. BRT operations are already occurring along the project alignment. The proposed action would create peak period bus lanes to accommodate existing buses. Accordingly, no adverse changes to the visual character or the visual quality of the Wilshire corridor would occur either individually or cumulatively.

No cumulatively adverse effects would occur under the proposed action.

Alternative A – Truncated Project Without Jut-out Removal

Similar to the proposed action, this alternative would not result in new structures that would obstruct existing vistas or degrade the visual quality of the surrounding communities along the project corridor. No existing trees between Comstock Avenue and Malcolm Avenue would be removed or affected under this alternative. BRT operations are already occurring along the project alignment. This alternative would also create peak period bus lanes to accommodate existing buses although within a smaller area than for the proposed action. Accordingly, no adverse changes to the visual character or the visual quality of the Wilshire corridor would occur either individually or cumulatively.

No cumulatively adverse effects would occur under Alternative A.

7.2.9 Noise

Affected Environment

The project site is located in a developed, urban area. Existing noise levels in the project vicinity are generally high due to noise from vehicles on Wilshire Boulevard. There are several sensitive receptors, such as residences, schools, and other sensitive uses, along each side of Wilshire Boulevard.

Measurements of existing noise levels were made on December 4, 2009. Short-term noise measurements (15 minutes) were made at sites ST-1 through ST-8. See Figures 4.4-3 and 4.4-4 (in Section 4.4 of this document) for the specific locations of these sites.

Table 4.4-1 (in Section 4.4 of this document) shows a summary of the noise measurement results. The short-term measurement results shown in Table 4.4-1 include the measured L_{eq} and the maximum and minimum 1-second L_{eq} . The aim of the short-term measurements was to obtain the noise levels from vehicular traffic in the area at representative sensitive receptors adjacent to the Wilshire Boulevard corridor.

The measured L_{eq} for the short-term measurement sites ranges from 63 dBA at ST-6 to 76 dBA at ST-8. Vehicles on Wilshire Boulevard are the main source of noise at the measurement sites.

Impacts

Operational Noise

No Project Alternative

Under the No Project Alternative, proposed improvements to the Wilshire corridor included under the proposed action would not be implemented. No change to existing bus operation or to existing operational noise from traffic on Wilshire Boulevard is expected to occur.

No adverse effects related to operational noise would occur under the No Project Alternative.

Proposed Action

Figure 3-2 of FTA's Transit Noise and Vibration Impact Assessment, FTA's guidance manual for predicting and assessing noise and vibration impacts of proposed mass transit projects, shows the noise impact criteria for Category 1 and 2 land uses (the most noise-sensitive land use categories) in terms of the allowable increase in the cumulative noise exposure. The project corridor has an average existing noise exposure of approximately 71-72 dBA. According to FTA's guidance, a noise exposure increase as a result of project operations would have to be of 1 dBA or below in order to have no impact on adjacent sensitive receptors.

Noise from motor vehicle traffic associated with the proposed action was analyzed using the data from the project's traffic study (Appendix B).¹³⁸ The worst-case scenario with regards to traffic volumes were input into the Federal Highway Administration's (FHWA) TNM[®] model. Average daily traffic (ADT) volumes for the Existing Year, Opening Year Without Project, Opening Year With Project, Horizon Year Without Project, and Horizon Year With Project scenarios were used to predict the changes in traffic noise at selected roadway segments. According to the noise modeling results, as presented in Table 4.4-9 in Section 4.4 of this document), project noise levels in both the opening year and horizon year are predicted to decrease from what they would be without the proposed action at most locations, and increase only slightly, and by no more than 1 dBA at other locations.

¹³⁸ Iteris. 2010. Wilshire Boulevard Bus Rapid Transit Project Traffic Impact Analysis.

Accordingly, the proposed action would not result in long-term adverse traffic noise effects on the surrounding area.

No adverse effects related to operational noise would occur under the proposed action.

Alternative A – Truncated Project Without Jut-Out Removal

Similar to the proposed action, noise from motor vehicle traffic associated with Alternative A was also analyzed using the data from the project's traffic study (Appendix B).¹³⁹ The worst-case scenario with regards to traffic volumes were input into the FHWA TNM[®] model. Operational noise impacts anticipated under this alternative would not be considered adverse. This alternative would include mobility improvements along 8.7 miles of Wilshire Boulevard. These improvements would consist of converting existing curb lanes to dedicated weekday peak period bus lanes in both the eastbound and westbound directions.

This alternative would be truncated at S. Park View Street and would not convert existing curb lanes into bus lanes east to Valencia Street. Alternative A would eliminate the bus lane from approximately 300 feet east of Veteran Avenue to the I-405 northbound ramps and also require reconstruction and resurfacing of an additional 1.8 miles of existing curb lanes between Western Avenue and San Vicente Boulevard and between the western boundary of the City of Beverly Hills and Westholme Avenue. In addition, jut-out removal between Comstock Avenue and Malcolm Avenue would not occur under this alternative. According to the noise modeling results, as shown in Table 5-11 (in Chapter 5.0 of this document), increases in operational traffic noise are not expected to exceed 1 dBA. Therefore, no adverse effect would occur as a result of operational noise for Alternative A.

No adverse effects related to operational noise would occur under Alternative A.

Measures to Minimize Harm

No Project Alternative

No adverse effects would occur; therefore, no mitigation measures are required.

Proposed Action

No adverse effects would occur; therefore, no mitigation measures are required.

Alternative A – Truncated Project Without Jut-Out Removal

No adverse effects would occur; therefore, no mitigation measures are required.

¹³⁹ *Ibid.*

Cumulative Impacts

No Project Alternative

No adverse effects would occur under the No Project Alternative; therefore, no cumulative adverse effects would occur.

No cumulatively adverse effects would occur under the No Project Alternative.

Proposed Action

The project corridor is located in a highly developed area of the City of Los Angeles, with the segment between Veteran Avenue and Federal Avenue within the County of Los Angeles. Ambient noise levels along the project corridor and in the project vicinity are dominated by traffic noise on Wilshire Boulevard. This condition would continue to be the case without or with implementation of the proposed action. As mentioned above, project noise levels in both the opening year and horizon year are predicted to decrease at most locations and increase only slightly at other locations. The proposed action would not create substantial noise impacts to alter the existing ambient noise levels in the surrounding areas when combined with existing uses. Therefore, no cumulative adverse effects regarding noise would occur as a result of the proposed action.

No cumulatively adverse effects would occur under the proposed action.

Alternative A – Truncated Project Without Jut-Out Removal

Similar to the proposed action, Alternative A would not create substantial noise impacts to alter the existing ambient noise levels in the surrounding areas when combined with existing uses. Therefore, adverse effects would not occur either individually or cumulatively under Alternative A.

No cumulatively adverse effects would occur under Alternative A.

7.2.10 Vibration

Affected Environment

Similar to the environmental setting for noise, the vibration environment is dominated by traffic-related vibration from nearby sources. Heavy trucks or other vehicles can generate groundborne vibration of varying magnitude, depending on vehicle type, weight, pavement and geological conditions. Vibration levels were not readily perceptible at noise/vibration-sensitive land uses in the project vicinity.

Impacts

No Project Alternative

Under the No Project Alternative, proposed improvements to the Wilshire corridor included under the proposed action would not be implemented. No change to existing bus operation or to existing operational groundborne vibration resulting from traffic on Wilshire Boulevard is expected to occur.

No adverse effects related to operational vibration would occur.

Proposed Action

According to FTA's Vibration Screening Procedure, included as Chapter 9 of the 2006 Traffic Noise and Vibration Impact Assessment, for projects that involve rubber-tire vehicles, vibration impact is unlikely except in unusual situations. The following three specific factors in the Vibration Screening Process Flow Chart, shown in Figure 7-1, should be checked to determine if there is potential vibration impact from bus projects or any other projects that involve rubber-tire vehicles:

1. Will there be expansion joints, speed bumps, or other design features that result in unevenness in the road surface near vibration-sensitive buildings? Such irregularities can result in perceptible ground-borne vibration at distances up to 75 feet away.
2. Will buses, trucks or other heavy vehicles be operating close to a sensitive building? Research using electron microscopes and manufacturing of computer chips are examples of vibration-sensitive activities.
3. Does the project include operation of vehicles inside or directly underneath buildings that are vibration-sensitive? Special considerations are often required for shared-use facilities such as a bus station located inside an office building complex.

As demonstrated by the Vibration Screening Process Flow Chart, including the three specific factors listed above, no vibration impact is likely to occur as a result of the proposed action. One of the project elements involves the reconstruction and smoothing of the roadway surface, where it is deteriorated, resulting in holes, dips, and bumps. By smoothing these irregular portions of Wilshire Boulevard, the proposed action would result in a benefit due to the net reduction in vibration from roadway surface irregularities affecting buses along the project corridor. Therefore, no adverse effects would occur during operation of the proposed action.

No adverse effects related to operational vibration would occur.

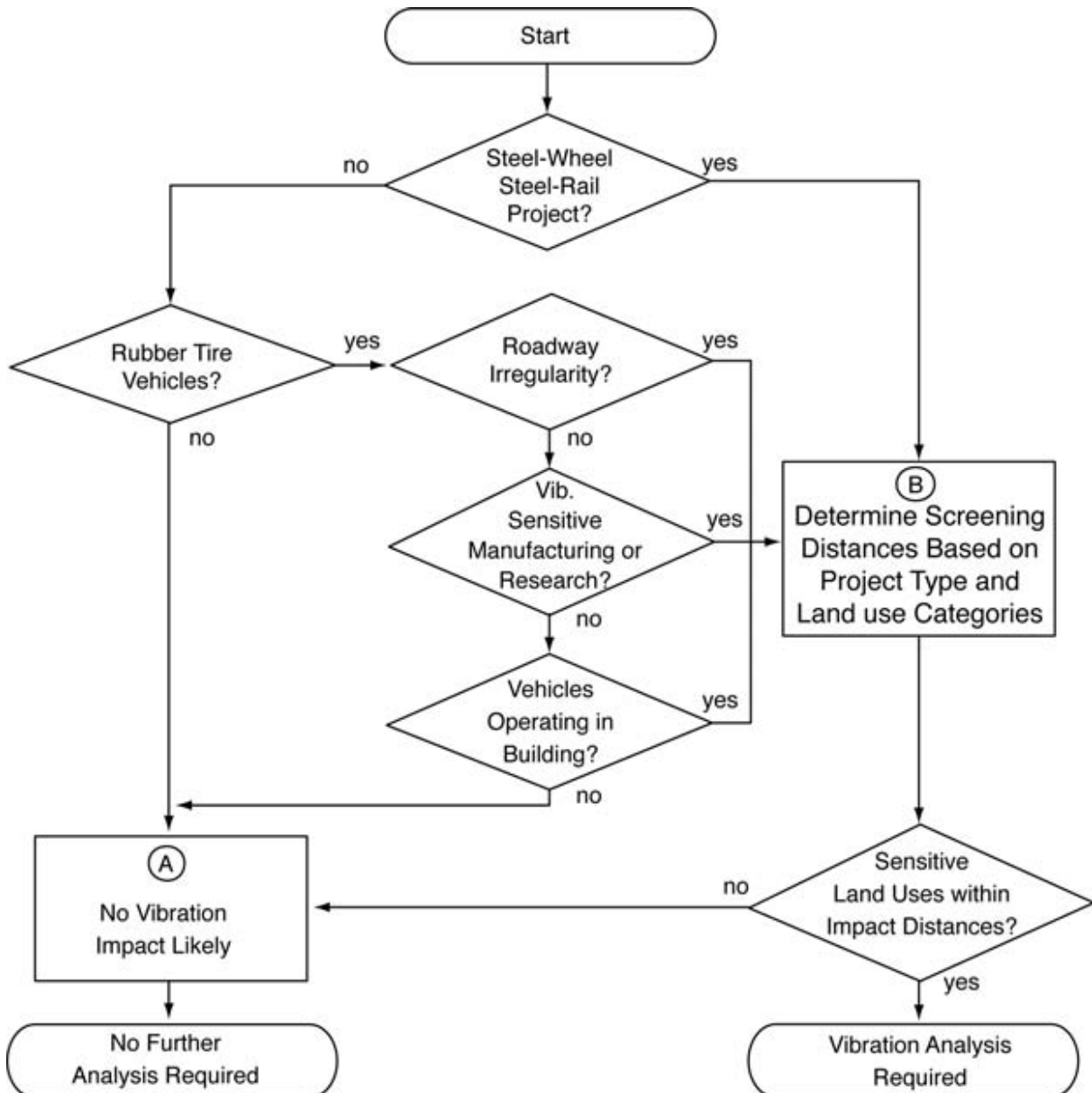
Alternative A – Truncated Project Without Jut-Out Removal

Operational impacts with regards to vibration in Alternative A are similar to those under the proposed action. As demonstrated by the Vibration

Screening Process Flow Chart (Figure 7-1), no vibration impact is likely to occur as a result of Alternative A. This alternative also involves the reconstruction and smoothing of the roadway surface, where it is deteriorated, resulting in holes, dips, and bumps. By smoothing these irregular portions of Wilshire Boulevard, Alternative A would result in a benefit due to the net reduction in vibration from roadway surface irregularities affecting buses along the project corridor.

No adverse effects related to operational vibration would occur under Alternative A.

Figure 7-1. Flow Chart of Vibration Screening Process



Source: FTA. Traffic Noise and Vibration Impact Assessment, 2006.

Measures to Minimize Harm

No Project Alternative

No adverse effects would occur; therefore, no mitigation measures are required.

Proposed Action

No adverse effects would occur; therefore, no mitigation measures are required.

Alternative A – Truncated Project Without Jut-Out Removal

No adverse effects would occur; therefore, no mitigation measures are required.

Cumulative Impacts

No Project Alternative

No adverse effects would occur under the No Project Alternative; therefore, no cumulative adverse effects would occur.

No cumulatively adverse effects would occur under the No Project Alternative.

Proposed Action

Vibration levels are not readily perceptible at noise/vibration-sensitive land uses in the project vicinity. This condition would continue to be the case without or with implementation of the proposed action. The proposed action would not create vibration impacts to alter the existing ambient vibration levels in the surrounding areas when combined with existing uses. Therefore, no cumulative adverse effects regarding vibration impacts would occur as a result of the proposed action.

No cumulatively adverse effects would occur under the proposed action.

Alternative A – Truncated Project Without Jut-Out Removal

Similar to the proposed action, Alternative A would not create vibration impacts to alter the existing ambient vibration levels in the surrounding areas when combined with existing uses. Therefore, adverse effects would not occur either individually or cumulatively under Alternative A.

No cumulatively adverse effects would occur under Alternative A.

7.2.11 Land Acquisition, Displacement, and Relocation

Affected Environment

As discussed above, the Wilshire corridor is a densely developed corridor with an abundance of commercial land uses. In general, the majority of land uses adjacent to the Wilshire corridor consist of parcels zoned for office, retail, commercial, residential or institutional uses (e.g., museums). Commercial development and some multi-family residences front both sides of the project alignment and the intersecting north/south streets.

Impacts

No Project Alternative

Under the No Project Alternative, proposed improvements to 9.9 miles of the Wilshire corridor included under the proposed action would not be implemented.

No adverse impacts related to land acquisition, displacement, or relocation would occur under the No Project Alternative.

Proposed Action

The Wilshire BRT Project would be implemented within existing City and County public rights-of-way. The proposed action would not require the acquisition of any properties or result in the displacement of land uses currently in the project corridor. Therefore, no impacts related to land acquisition, displacement and relocation would occur as a result of the proposed action.

No adverse impacts related to land acquisition, displacement, or relocation would occur under the proposed action.

Alternative A – Truncated Project Without Jut-Out Removal

Similar to the proposed action, this alternative would be implemented within existing City and County public rights-of-way. Alternative A would not require the acquisition of any properties or result in the displacement of land uses currently in the project area. Therefore, no impacts related to land acquisition, displacement and relocation would occur as a result of Alternative A.

No adverse impacts related to land acquisition, displacement, or relocation would occur under Alternative A.

Measures to Minimize Harm

No Project Alternative

No adverse effects would occur; therefore, no mitigation measures are required.

Proposed Action

No adverse effects would occur; therefore, no mitigation measures are required.

Alternative A – Truncated Project Without Jut-Out Removal

No adverse effects would occur; therefore, no mitigation measures are required.

Cumulative Impacts

No Project Alternative

No adverse effects would occur under the No Project Alternative; therefore, no cumulative adverse effects would occur.

No cumulatively adverse effects would occur under the No Project Alternative.

Proposed Action

The proposed action would not require the acquisition of any properties or result in the displacement of land uses currently in the project corridor. Therefore, the proposed action would not contribute to any cumulative impacts related to land acquisition, displacement and relocation of businesses and residences in the project alignment. BRT operations are already occurring along the project alignment. The proposed action would create peak period bus lanes to accommodate existing buses. Accordingly, no adverse effects related to land acquisition, displacement and relocation would occur either individually or cumulatively.

No cumulatively adverse effects would occur under the proposed action.

Alternative A – Truncated Project Without Jut-Out Removal

Similar to the proposed action, no adverse effects related to land acquisition, displacement and relocation would occur either individually or cumulatively.

No cumulatively adverse effects would occur under Alternative A.

7.2.12 Hazardous Materials

Affected Environment

Properties along the Wilshire corridor are predominantly developed with commercial and residential land uses. Some commercial development may contain, may have formerly contained hazardous materials, or may have potentially contributed to soil and/or groundwater contamination. Certain chemical and physical properties of a substance may cause it to be considered hazardous. As defined by the California Code of Regulations (CCR), Title 22, Section 66084, a “hazardous material” is a “substance or combination of substances which, because of its quantity, concentration, or physical, chemical, or infectious characteristics, may either (1) cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible, or incapacitating reversible illness; or (2) pose a substantial present or potential hazards to human health, or environment when improperly treated, stored, transported or disposed of or otherwise managed.”

According to the California Health and Safety Code, Section 25124, a “hazardous waste” is any hazardous material that is abandoned, discarded or in storage prior to recycling. For example, excavated soil containing hazardous materials would be a hazardous waste if the concentration of contaminants exceeded specific CCR Title 22 criteria.

A review of federal and state regulatory agency lists was conducted to determine if locations within the project corridor contain suspected hazardous waste sites. The California Environmental Protection Agency Office of Environmental Information has compiled a Hazardous Waste and Substances Sites List (Cortese list), which includes sites designated by the State Water Resources Control Board, the Integrated Waste Management Board, and the Department of Toxic Substances Control. The Cortese list was reviewed for any sites located within or in the vicinity of the project corridor, and no such sites were identified. However, a review of the list of Leaking Underground Storage Tanks (LUST) and other cleanup sites identified 12 sites that are located along the project corridor, as identified in Table 7-2.

The City of Los Angeles has designated a Methane Hazard Zone, which includes a segment of the proposed corridor, generally from La Brea Avenue on the east to San Vicente Boulevard on the west.¹⁴⁰

¹⁴⁰ LACMTA, *Final EIS/EIR for the Mid-City/Exposition LRT Project*, October 2005.

Table 7-2: List of Leaking Underground Storage Tanks and Other Cleanup Sites within the Wilshire Corridor

Address	Name	Status	Potential Contaminants of Concern	Potential Media Affected
12054 Wilshire Blvd.	Mobil #18-ldm (former)	Open - Remediation as of 10/16/2007	gasoline	Well used for drinking water supply
11666 Wilshire Blvd.	Mobil #18-484	Open - Remediation as of 11/8/2007	gasoline	Other groundwater (uses other than drinking water)
10375 Wilshire Blvd.	Wilshire Terrace	Open - Site Assessment as of 1/18/2008	diesel	Soil
9988 Wilshire Blvd.	Tosco - 76 Station #0703	Open - Site Assessment as of 8/8/2007	gasoline	Other groundwater (uses other than drinking water)
605 Whittier Dr.	Beverly Hills Unified School District	Open - Site Assessment as of 3/17/2008	heating oil/fuel oil	Other groundwater (uses other than drinking water)
9815 Wilshire Blvd.	Budget Rent-a-Car	Open - Site Assessment as of 2/26/2001	gasoline, waste oil / motor/ hydraulic/ lubricating	Under investigation
8567 Wilshire Blvd.	Mobil #18-Gwx (Former #11-Gwx)	Open - Site Assessment as of 1/15/2008	gasoline	Other groundwater (uses other than drinking water)
5034 Wilshire Blvd.	Highland Express Cleaners	Open - Site Assessment as of 4/16/2001	PCE	None specified
5020 Wilshire Blvd.	Tidewater Service Station (Former)	Open - Site Assessment as of 10/18/2000	other solvent or non-petroleum hydrocarbon	Other groundwater (uses other than drinking water)
4180 Wilshire Blvd.	Alright Parking Lot (Chevron Heritage #21-1315)	Open - Remediation as of 4/8/2008	gasoline	Other groundwater (uses other than drinking water)
3807 Wilshire Blvd., #720	Korean Drycleaners and Laundry	Open - Site Assessment as of 10/1/1999	VOC	Aquifer used for drinking water supply
3201 Wilshire Blvd.	Shell Service Station	Open - Site Assessment as of 5/17/2006	gasoline	Other groundwater (uses other than drinking water)

Source: California Environmental Protection Agency, List of Leaking Underground Storage Tanks and Fiscal Year from Water Board GeoTracker Database, last updated October 21, 2008.

Impacts

No Project Alternative

Under the No Project Alternative, proposed improvements to 9.9 miles of the Wilshire corridor included under the proposed action would not be implemented. No construction activities would take place, and no existing structures, pavement, or soils would be disturbed.

No adverse effects related hazardous materials would occur under the No Project Alternative.

Proposed Action

The proposed action follows the Wilshire Boulevard right-of-way, which is lined on both sides by commercial and single/multi-family residential properties. Several sites along the Wilshire corridor are listed on the list of Leaking Underground Storage Tanks and other cleanup sites, as shown in Table 7-4. However, these sites are all located outside of the existing street right-of-way. The proposed action along the project corridor is divided into segments of non-construction related work, such as restriping of Wilshire Boulevard, and ground disturbing construction work, such as widening the boulevard and reconstruction of curb lanes. It is not expected that the proposed action would require the removal of significant (greater than 2 feet below the surface) soil or ground excavation. Based on the historic commercial use along the corridor, there is a potential that some soils and/or groundwater may be contaminated below ground surface. However, it is highly unlikely based on the extent of the excavation (2 feet or less) that any potentially contaminated soil and/or groundwater (usually encountered in major excavations) would be disturbed as a result of the proposed action. The proposed action would primarily involve repaving/resurfacing of existing curb lanes or removing portions of existing sidewalks to accommodate roadway widening along a small segment of Wilshire Boulevard west of I-405. During construction, all waste debris and spoils resulting from roadway repaving/resurfacing and sidewalk removal would be disposed of appropriately, in approved landfill facilities. The quantity, and potential risk of exposure to hazardous materials during this process would be relatively low, and all work and transportation of these materials would be performed in accordance with established construction BMPs and safety guidelines. It is not anticipated that hazardous materials or contaminated soils and/or groundwater would be encountered during construction, and no adverse impacts are anticipated. Similarly, it is not likely that methane gas would be encountered during project construction.

The Wilshire Bus Rapid Transit system is currently operational along the project corridor. The proposed action would create peak period bus lanes to accommodate existing buses. The buses that use this route are fueled by compressed natural gas (CNG) and also utilize various petroleum lubricants, solvents, and chemical cleaning agents. However, these materials are contained within the vehicles and typically do not leak onto the ground or into the surrounding environment. The proposed action would not introduce any

new hazardous materials as part of the operation of the proposed action, as the same types and numbers of buses would continue to operate along the Wilshire corridor. As such, project operation would not create any new impacts related to the use of hazardous materials beyond existing conditions.

No adverse effects would occur under the proposed action.

Alternative A – Truncated Project Without Jut-Out Removal

Similar to the proposed action, this alternative would create peak period bus lanes to accommodate existing buses utilizing Wilshire Boulevard, within a smaller project area. The restriping and limited ground disturbance along the project corridor would be performed within the existing right-of-way and would involve disturbance of no more than 2 feet below surface of the existing street. As discussed under the proposed action, the buses that use this route are fueled by compressed natural gas (CNG) and also utilize various petroleum lubricants, solvents, and chemical cleaning agents. This alternative would not introduce any new hazardous materials as part of project operation as the same type and number of buses would continue to operate along the Wilshire corridor. As such, project operation under this alternative would not create any new impacts related to the use of hazardous materials beyond existing conditions. Therefore, no adverse effects would occur.

No adverse effects would occur under Alternative A.

Measures to Minimize Harm

No Project Alternative

No adverse effects would occur; therefore, no mitigation measures are required.

Proposed Action

No adverse effects would occur; therefore, no mitigation measures are required.

Alternative A – Truncated Project Without Jut-Out Removal

No adverse effects would occur; therefore, no mitigation measures are required.

Cumulative Impacts

No Project Alternative

No adverse effects would occur; therefore, no adverse cumulative impacts would occur under the No Project Alternative.

No cumulatively adverse effects would occur under the No Project Alternative.

Proposed Action

Implementation of the proposed action would occur within the existing street right-of-way and would not require any major excavation (i.e., excavation would be limited to 2 feet or less) during construction. In addition, BRT operations are already occurring along the project corridor and would not result in any new impacts related to hazardous materials. Therefore, the proposed action would not contribute to any cumulative impacts related to hazardous materials use within the project corridor. No adverse effects related to hazardous materials use would occur either individually or cumulatively.

No cumulatively adverse effects would occur under the proposed action.

Alternative A – Truncated Project Without Jut-out Removal

Similar to the proposed action, implementation of Alternative A would occur within the existing street right-of-way and would not require any major excavation during construction. In addition, BRT operations are already occurring along the project alignment and would not result in any new impacts related to hazardous materials. Therefore, this alternative would not contribute to any cumulative impacts related to hazardous materials use within the project alignment. No adverse effects related to hazardous materials use would occur either individually or cumulatively.

No cumulatively adverse effects would occur under Alternative A.

7.2.13 Geology, Soils, and Seismicity

Affected Environment

The Wilshire corridor is located within a geological area called the Los Angeles Basin. The basin is surrounded by the Santa Monica Mountains, the Simi Hills, and the Santa Susana Mountains to the northwest, the San Gabriel Mountains to the northeast, and the Santa Ana Mountains, San Joaquin and Puente Hills to the east. The Pacific Ocean and the Palos Verdes Hills make up the southern border of the basin.

Faults

The Los Angeles Basin is an area known to be seismically active and there are a number of active and potentially active faults within the corridor area.¹⁴¹ According to a review of Alquist-Priolo Fault Hazard maps from the California Department of Conservation (Division of Mines and Geology), the Wilshire corridor is located within a fault zone. The nearest known earthquake fault

¹⁴¹ Active faults are believed to have moved between 11,000 and 2 million years ago.

mapped under the Alquist-Priolo Earthquake Fault Zoning Act is the Hollywood–Santa Monica Fault Zone, which encompasses the western half of the project corridor. The Hollywood-Santa Monica Fault is oriented in an east west direction and has a probable magnitude of a seismic event projected to range from 6.0 to 7.0 on the Richter Scale.

Seismicity

According to the California Seismic Safety Commission, all of California lies within either Seismic Zone 3 or 4. There are four zones in the United States, ranging from 1 to 4 (the higher the number, the higher the earthquake risk). A majority of the southern California region is in Seismic Zone 4, the highest hazard zone and, therefore, is susceptible to strong ground shaking and associated seismic hazards.¹⁴² Numerous regional and local faults are capable of producing severe earthquakes of magnitude 6.0 or greater.

Liquefaction

Liquefaction describes a phenomenon where cyclic stresses, which are produced by earthquake-induced ground motions, create excess pore pressures in soils lacking cohesion. As a result, the soils may acquire a high degree of mobility, which can lead to lateral spreading, consolidation and settlement of loose sediments, ground oscillations, flow failure, loss of bearing strength, ground fissuring, sand boils, and other damaging deformations. According to State geologic hazard maps, portions of the Wilshire corridor are located within a designated liquefaction zone.¹⁴³

Soil

The Wilshire corridor is located in a highly disturbed and developed area of Los Angeles, with very minor open space areas. In addition, Wilshire Boulevard is paved and maintained by the City of Los Angeles. According to the Natural Resource Conservation Service Report and General Soil Map for Los Angeles County, the Wilshire corridor is generally situated on young alluvium and young fan deposits from the Holocene and late Pleistocene era. In addition, some portions of the corridor are underlain by old fan deposits of the late to middle Pleistocene era.¹⁴⁴

¹⁴² California Seismic Safety Commission, Homeowner's Guide to Earthquake safety, Edition 2005, <http://www.seismic.ca.gov/>, accessed on November 8, 2008.

¹⁴³ State of California Department of Conservation, Seismic Hazards Zone Map Hollywood Quadrangle, March 25, 1999, available at: <http://www.conservation.ca.gov/cgs/shzp/Pages/Index.aspx>, accessed November 12, 2008.

¹⁴⁴ U.S. Department of the Interior U.S. Geological Survey. Aeromagnetic Map with Geology of the Los Angeles 30 x 60 Minute Quadrangle, Southern California By V.E. Langenheim, T.G. Hildenbrand, R.C. Jachens, R.H. Campbell, and R.F. Yerkes 2006

Impacts

No Project Alternative

Under the No Project Alternative, proposed improvements to 9.9 miles of the Wilshire corridor included under the proposed action would not be implemented. No construction activities would take place, no street facilities would be altered, and new impacts related to geology or seismicity would occur.

No adverse effects would occur related to geology or seismicity would occur under the No Project Alternative.

Proposed Action

The proposed action would not involve construction of new structures along the Wilshire corridor that would be exposed to seismic shaking, liquefaction, and soil erosion or ground subsidence. The Wilshire Bus Rapid Transit system is currently operational along the project alignment. The proposed action would involve improvements to an existing transportation corridor already used by buses and other vehicles and create peak period curbside bus lanes to accommodate existing buses. Accordingly, implementation of the proposed action would not create any new impacts related to geology, soils, and seismicity beyond existing conditions. Any activities associated with the development of the bus lanes (e.g., resurfacing, roadway widening, etc.) would be required to comply with the requirements of the Uniform Building Code, LACMTA Design Guidelines, the City of Los Angeles Municipal Code, and various City departments, including but not limited to, and specifications regarding seismic considerations for roadway construction, which will be enforced through plan review and inspections during construction. Compliance with these requirements would provide an acceptable level of safety and substantially lessen the effects of potential seismic-related ground failures.

The potential for soil erosion during the operation of the proposed action is low because the project alignment is currently entirely paved. During construction, all grading and excavation activities would incorporate BMPs that are designed to limit the potential erosion impacts to acceptable levels. By implementing standard engineering tools and practices, adverse effects related to geological hazards would be minimized.

No adverse effects would occur related to geology or seismicity would occur under the proposed action.

Alternative A – Truncated Project Without Jut-Out Removal

Similar to the proposed action, Alternative A would not involve construction of new structures along the Wilshire corridor that would be exposed to seismic shaking, liquefaction, and soil erosion or ground subsidence. Compliance with established building codes, design guidelines, and

municipal codes related to roadway construction would provide an acceptable level of safety and substantially lessen the effects of potential seismic-related ground failures. The potential for soil erosion during the operation of the project under this alternative is low because the project alignment is currently entirely paved. During construction, all grading and excavation activities would incorporate BMPs that are designed to limit the potential erosion impacts to acceptable levels. By implementing standard engineering tools and practices, adverse effects related to geological hazards would be minimized.

No adverse effects would occur related to geology or seismicity would occur under Alternative A.

Measures to Minimize Harm

No Project Alternative

No adverse effects would occur; therefore, no mitigation measures are required under the No Project Alternative.

Proposed Action

No adverse effects would occur; therefore, no mitigation measures are required for the proposed action. Nonetheless, the proposed action would comply with all established building codes, design guidelines, and municipal codes in order to lessen the effects of potential seismic-related ground failures. During construction, all grading and excavation activities would incorporate BMPs that are designed to limit the potential erosion impacts to acceptable levels.

Alternative A – Truncated Project Without Jut-out Removal

Similar to the proposed action, no adverse effects would occur under Alternative A. Therefore, no mitigation measures are required. Nonetheless, the project under this alternative would comply with all established building codes, design guidelines, and municipal codes in order to lessen the effects of potential seismic-related ground failures. During construction, all grading and excavation activities would incorporate BMPs that are designed to limit the potential erosion impacts to acceptable levels.

Cumulative Impacts

No Project Alternative

No adverse effects would occur; therefore, no adverse cumulative impacts would occur under the No Project Alternative.

No cumulatively adverse effects would occur under the No Project Alternative.

Proposed Action

Geotechnical and seismic effects are site-specific. Implementation of the proposed action would have construction effects along segments of the project corridor but would not likely combine with other commercial or non-commercial building construction along the corridor to create a cumulative impact that would adversely affect the geological integrity or slope/ground stability of adjacent areas. In addition, BRT operations are already occurring along the project corridor and would not result in any new impacts related to geology, soils, and seismicity. Therefore, the proposed action would not contribute to any cumulative impacts within the project alignment. No adverse effects related to geology, soils, and seismicity would occur either individually or cumulatively.

No cumulatively adverse effects would occur under the proposed action.

Alternative A – Truncated Project Without Jut-out Removal Alternative

As discussed for the proposed action above, geotechnical and seismic effects are site-specific. Implementation of Alternative A would have construction effects along segments of the project alignment but would not likely combine with other commercial or non-commercial building construction along the corridor to create a cumulative impact that would adversely affect the geological integrity or slope/ground stability of adjacent areas. In addition, BRT operations are already occurring along the project alignment and would not result in any new impacts related to geology, soils, and seismicity. Therefore, Alternative A would not contribute to any cumulative impacts within the project alignment. No adverse effects related to geology, soils, and seismicity would occur either individually or cumulatively.

No cumulatively adverse effects would occur under Alternative A.

7.2.14 Community Disruption and Environmental Justice

Affected Environment

A Community Impact Assessment (CIA) Memorandum (see Appendix G) was prepared in April 2010 to evaluate community impacts as a result of the proposed Wilshire BRT Project. The concept of environmental justice is required under NEPA to analyze the extent to which minority or lower-income populations would be disproportionately impacted by a proposed action. The analysis was performed in compliance with the requirements of Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Lower-Income Populations (February 11, 1994). This provides that the Environmental Assessment (EA) addresses “disproportionately high and adverse human health or environmental effects” of Federally-funded projects “on minority populations and lower-income

populations” and that the project does not “have the effect of subjecting persons to discrimination because of their race, color, or national origin.”

Since the proposed action would occur along an extent of Wilshire Boulevard spanning a total of approximately nine miles, an in-depth demographic and housing study was not conducted. Instead, data for the community plan areas, County, and the City of Los Angeles were gathered to present a demographic profile of the communities. According to the 2000 Census Data, the City as a whole has a population of 3,694,820 people. Approximately 46.5 percent of the population was identified as Hispanic, 29.7 percent was identified as White, 10.9 percent was identified as African-American, and approximately 12.9 percent was identified as other.¹⁴⁵ On the other hand, the County of Los Angeles had a total population of 9,519,338. Out of this total population, approximately 44.6 percent of the population was Hispanic, 31.1 percent of the population was identified as White, 9.5 percent as African-American, and the remaining population of approximately 14.8 percent belonged to other racial/ethnic groups.

In comparison to the City and County, three of the five community plan areas along the project alignment are predominantly White. The Brentwood-Pacific Palisades Community Plan Area has a majority of White population, with about 87 percent of the population identifying themselves as White. In the Westwood Community Plan Area, approximately 63 percent of the population identified themselves as White, followed by about 23 percent of the population being Asian, and only 7 percent of the population identified themselves as Hispanic. In the West Los Angeles Community Plan Area, approximately 65 percent of the population identified themselves as White, followed by about 14 percent of the population being Asian, another 14 percent of population identified themselves as Hispanic, and the rest (7 percent) belonged to other racial/ethnic groups.

The Westlake and Wilshire Community Plan Areas are dominated by a minority population. Only about 4 percent of the population in Westlake and approximately 24 percent of the population in the Wilshire Community Plan Area identified themselves as White. Approximately 78 percent of the population in the Westlake Community Plan Area and 41 percent in the Wilshire Community Plan Area identified themselves as Hispanic. Population of Asian origin formed the next largest racial/ethnic group in both community plan areas.

In terms of low income population, approximately 18 percent and 22 percent of the County and City populations, respectively, are below the poverty line, as shown in Table 7-3. In comparison, the Brentwood-Pacific Palisades and West Los Angeles Community Plan Areas have a lower share of population below the poverty line. In the Westlake and Wilshire community plan areas, 53 percent and 32 percent of the respective populations live below poverty. Both these numbers are higher than County (17.9 percent) and City (22.1 percent) levels. The Westwood Community Plan Area has 22 percent of its

¹⁴⁵ Other includes people identified as Asian, Pacific Islander, Native American, and biracial.

population below the poverty line, which is comparable to the City of Los Angeles but higher than the County.¹⁴⁶

Table 7-3: Poverty Level

Jurisdiction/ Community Plan Area	Population for Whom Poverty Is Determined	Population below Poverty Line	% of Population below Poverty Line
County of Los Angeles	9,349,771	1,674,599	17.9
City of Los Angeles	3,622,606	801,050	22.1
Brentwood-Pacific Palisades	54,110	3,258	6.0
Westlake	106,711	56,138	52.6
Wilshire	292,059	92,735	31.8
Westwood	49,306	10,838	22.0
West Los Angeles	71,944	10,336	14.4

Source: U.S. Bureau of Census, 2000, Summary File (SF) 1; Los Angeles City Planning Department website, 2008.

Impacts

No Project Alternative

Under the No Project Alternative, the improvements under the proposed action would not be implemented. No alteration of the existing conditions would occur.

No adverse effects related to community disruption or environmental justice would occur under the No Project Alternative.

Proposed Action

The analysis conducted in the CIA (Appendix G) indicates that the proposed action would not result in any disproportionately high or adverse human health or environmental effects along the project corridor in any of the relevant environmental issue areas. Furthermore, during construction, disruptions to electricity, water, gas, and other public utilities would not be expected since project activities would not involve excavation or disturbance of subsurface facilities.

The proposed action would not require acquisition of any residential or commercial properties. Therefore, it is anticipated that the community, including businesses and residences, within and adjacent to the project corridor would remain intact. Construction activities would result in lane closures during street reconstruction/ resurfacing work. In order to reduce or avoid adverse effects to businesses and residential street access, traffic

¹⁴⁶ Personal correspondence with Tim Lindholm, LACMTA, Director of Capital Projects, Facilities-Operations, January 24, 2007.

detours and truck routes would be required during construction. Traffic disruptions would likely occur and result in adverse effects to local traffic circulation. **Mitigation Measures C-1** through **C-3** shall be implemented to ensure that traffic disruptions are reduced to a level that would not be considered adverse.

In addition, the impacts borne by the minority and low-income communities along the project corridor would be similar to and no greater than impacts borne by all populations and populations in non-minority communities. It should be noted that minority populations may rely on transit heavily and, therefore, transit improvements as a result of this project would be beneficial to these communities. The construction and operational impacts of the proposed action would not disproportionately impact minority or low-income groups, and, therefore, effects related to community disruption and environmental justice are not anticipated.

No adverse effects related to community disruption or environmental justice would occur under the proposed action.

Alternative A – Truncated Project Without Jut-out Removal Alternative

Similar to the proposed action, Alternative A would not result in any disproportionately high or adverse human health or environmental effects along the project corridor. Similar to the proposed project, the construction and operational impacts of Alternative A would not disproportionately impact minority or low-income groups, and, therefore, effects related to community disruption and environmental justice are not anticipated.

No adverse effects related to community disruption or environmental justice would occur under Alternative A.

Measures to Minimize Harm

No Project Alternative

No adverse effects would occur; therefore, no mitigation measures are required.

Proposed Action

No adverse effects would occur; therefore, no mitigation measures are required.

Alternative A – Truncated Project Without Jut-Out Removal

No adverse effects would occur; therefore, no mitigation measures are required.

Cumulative Impacts

No Project Alternative

No adverse effects would occur under the No Project Alternative; therefore, no cumulative adverse effects would occur.

No cumulatively adverse effects would occur under the No Project Alternative.

Proposed Action

The proposed action would not adversely affect community integrity or result in community disruption or environmental justice impacts. Therefore, the proposed action would not contribute to any cumulatively adverse impacts on the communities along the project alignment. Increased efficiency and ridership of public transportation would potentially result in an improvement of regional transit connectivity, which may result in cumulatively beneficial impacts on pedestrian and commuter access within the greater Wilshire corridor.

No cumulatively adverse effects would occur under the proposed action.

Alternative A – Truncated Project Without Jut-Out Removal

Similar to the proposed action, no adverse effects related community disruption or environmental justice would occur under this alternative. Alternative A would involve a smaller project area and, therefore, would have less of an effect on the surrounding community. Nonetheless, no adverse effects would be anticipated.

No cumulatively adverse effects would occur under Alternative A.

7.2.15 Public Parkland and Recreation Areas

Affected Environment

The City of Los Angeles has approximately 15,710 acres of parkland that are administered by the City's Department of Recreation and Parks. According to the City of Los Angeles Public Recreation Plan, parks can be classified into three groups: neighborhood, community, and regional. A neighborhood park should be a minimum of five acres in size (ideally 10 acres), with a service radius of one-half mile. Vest pocket parks, which are less than five acres are also considered neighborhood parks. A community park should be a minimum of 15 acres in size (ideally 20 acres), with a service radius of two miles. Regional parks are generally over 50 acres in size and serve the city region. In order to meet long-range recreational standards, it is recommended that there be two acres of neighborhood and community

recreational facilities for every 1,000 people and a minimum of six acres of regional recreational facilities for every 1,000 residents.¹⁴⁷

The City of Los Angeles, in comparison with other large metropolitan areas in the United States, has less parkland per number of residents. Los Angeles is a highly urbanized city with a population growing at a significant rate. The development needs of anticipated population growth are of great concern, but at the same time the needs for open space and recreation areas to meet the needs of the population are equally important. According to the City of Los Angeles, two of the main issues in regards to open space and conservation are that “[t]here is a deficiency of open space in the City” and that “[p]ark acquisition is limited due to existing patterns of development and lack of funding.”¹⁴⁸ There is a strong need for not only the conservation of existing park and recreational land, but also a need for acquiring enough park and recreation land to help meet these needs in a highly urbanized and built environment. Table 7-4 identifies the parks and recreational areas located along the project alignment.

Table 7-4: Public Parks Located along the Project Alignment

Property	Neighborhood
MacArthur Park	Westlake/MacArthur Park
Lafayette Park/Multipurpose Community Center	Koreatown, Mid-City
Robert F. Kennedy Memorial Park (Planned)	Koreatown, Mid-City
Hancock Park/Rancho La Brea Tar Pits	Miracle Mile

Source: ICF International 2010

MacArthur Park

MacArthur Park is located in the Westlake neighborhood of the City of Los Angeles, less than two miles southwest of the Los Angeles Civic Center and approximately one mile directly west of the 110 freeway. This park is bordered on the northeast by 6th Street, on the southeast by Alvarado Street, on the southwest by 7th Street, and on the northwest by Park View Street. Wilshire Boulevard runs east and west through the park splitting it into two main segments. MacArthur Park is a public park under the ownership of the City of Los Angeles. The City of Los Angeles Department of Recreation and Parks manages the park and its facilities. Located within the park is MacArthur Park Lake on the southern segment. The lake features paddle boats, which are available for public rental on weekends. Other facilities located in the park include an auditorium, bandshell, children’s play area, active and passive recreational areas, and the MacArthur Park Community Center (which features an after-school club and various community and cultural activities). Picnic tables and walking paths are located throughout the park.

¹⁴⁷ Christopher A. Joseph & Associates. 2006. *Draft Environmental Impact Report for The Grand Avenue Project*. June 2006.

¹⁴⁸ City of Los Angeles Planning Department. *The Framework Element of the Los Angeles General Plan: Goals, Objectives, and Policies; Chapter 6 Open Space and Conservation*. Available: <http://cityplanning.lacity.org/cwd/Framwk/chapters/06/06.htm>. Accessed October 27, 2008.

Lafayette Park Multipurpose Community Center

The Lafayette Park Multipurpose Community Center, formerly known as Lafayette Park/Senior Citizen Center, is located just four blocks northwest of MacArthur Park on Wilshire Boulevard. The facility is bordered on the east by Lafayette Park Place, on the north by 6th Street, on the west by Commonwealth Avenue, and a Los Angeles County Superior Court building on the northwest. Wilshire Boulevard is the southern boundary for most of the facility, except a small triangular area south of Wilshire Boulevard and bordered by Hoover Street on the west and Lafayette Park Place on the east. The Lafayette Multipurpose Community Center is actually comprised of several facilities located on the parkland property. This approximately 234,790 square feet of public park property features open spaces with several trees and shade locations, jogging/walking paths, picnic tables, outdoor lighted basketball courts, soccer field, tennis courts, a children's play area, auditorium, community room, and the Felipe De Neve Branch Library. The Community Center offers several classes and activities for both children and adults of the neighborhood throughout the year. The property is owned by the City of Los Angeles and is managed by the Department of Recreation and Parks. Recently, the City of Los Angeles and Heart of Los Angeles (HOLA), a non-profit organization, have partnered to renovate and expand facilities on Lafayette Park. Completion of the renovations and expansion is expected in April of 2009 and features the following improvements: renovations for a field turf soccer field, state-of-the-art gymnasium, wireless computer lab, classrooms and community meeting rooms, as well as HOLA's existing art studios, fine arts library, dance studio, digital media center and education learning center.¹⁴⁹ HOLA runs many of its programs which benefit the local community from the facilities at this facility.

Robert F. Kennedy Memorial Park (under construction)

Based on recent communication with the Los Angeles Unified School District's (LAUSD) architects for one of its schools, Gonzalez Goodale Architects,¹⁵⁰ it has become known that a park is under construction at 3400 Wilshire Boulevard on property owned by the LAUSD. Based on the preliminary information available, the park will be open to the public, and is located along Wilshire Boulevard.

Hancock Park and Rancho La Brea Tar Pits

The Rancho La Brea Tar Pits and Hancock Park are located in the Miracle Mile area of Los Angeles. The property is bordered on the north by 6th Street, on the east by Curson Avenue, and on the west by the Los Angeles County Museum of Art (LACMA). Wilshire Boulevard forms the southern boundary of the property. The approximately 1,006,329-square-foot property contains the La Brea Tar Pits, a group of pools which have been spewing asphalt for the past 40,000 years and where over three million fossils from the last Ice

¹⁴⁹ Heart of Los Angeles (HOLA). *About HOLA*. Available: <http://heartofla.org/about> Accessed October 28, 2008.

¹⁵⁰ Phone Conversation with Victor Guevara of Gonzalez Goodale Architects on 11/21/2008.

Age have been excavated.¹⁵¹ Also located on the site is the George C. Page Museum of La Brea Discoveries, where many of the fossils discovered are displayed to the public. Today, excavations continue on the property and, in the summer, some excavation sites are open to the public. The Tar Pits and the Museum are both preserved and managed by the Natural History Museum of Los Angeles County Foundation. Open green space featuring a variety of different trees encompasses the property known as Hancock Park (not to be confused with the residential neighborhood of the same name located approximately one mile to the east). Several paths traverse the property for the public to walk and view the pits, as well as the large display models of prehistoric mammals located around the park.

Impacts

No Project Alternative

Under the No Project Alternative, the proposed action would not be implemented. No parks or recreational areas would be adversely affected.

No adverse impacts related to parklands or recreational areas would occur under the No Project Alternative.

Proposed Action

The proposed action does not include a housing component, and, therefore, increased demand on park service, typically resulting from an increase in residential population, is not anticipated. The proposed action involves repair, improvement and reconstruction of existing facilities along the Wilshire corridor. The current existing bus routes serving this corridor would continue to operate and would not require new or additional employees.

As stated above, parkland is not equally distributed throughout the City of Los Angeles, resulting in some communities lacking a significant amount of parkland. However, because the proposed action would not include a housing component and would not add new employees to the area, the proposed action would not result in any increase in the demand on local parks. Because the proposed action would not require the acquisition of any parkland, or incur temporary or constructive “use” pursuant to Section 4(f) (see Section 4(f) Applicability Evaluation Memo), these impacts would not be applicable. Therefore, no adverse environmental effects are anticipated related to parklands and recreational areas.

No adverse impacts related to parklands or recreational areas would occur under the proposed action.

¹⁵¹ Natural History Museum of Los Angeles County, *Return to the Ice Age: The La Brea Exploration Guide*, 2002. Available: <http://www.tarpits.org/education/guide/index.html>. Accessed October 29, 2008.

Alternative A – Truncated Project Without Jut-Out Removal

Similar to the proposed action, Alternative A does not include a housing component and would not add new employees to the areas or result in any increase in demand on local parks. No parkland would be acquired, and no temporary or constructive use impacts would occur. Therefore, no adverse environmental effects are anticipated related to parklands and recreational areas.

No adverse impacts related to parklands or recreational areas would occur under Alternative A.

Measures to Minimize Harm

No Project Alternative

No adverse effects would occur; therefore, no mitigation measures are required.

Proposed Action

No adverse effects would occur; therefore, no mitigation measures are required.

Alternative A – Truncated Project Without Jut-Out Removal

No adverse effects would occur; therefore, no mitigation measures are required.

Cumulative Impacts

No Project Alternative

No adverse effects would occur under the No Project Alternative; therefore, no cumulative adverse effects would occur.

No cumulatively adverse effects would occur under the No Project Alternative.

Proposed Action

BRT operations are already occurring along the project corridor. The proposed action would create peak period bus lanes to accommodate existing buses. The proposed action does not include a housing component, which typically results in increased demand for parks and recreational facilities. Therefore, the proposed action would not contribute to any cumulative impacts related to the use of parkland and recreational facilities in the project corridor. Accordingly, no adverse effects on parkland and recreation would occur either individually or cumulatively.

No cumulatively adverse effects would occur under the proposed action.

Alternative A – Truncated Project Without Jut-Out Removal

Similar to the proposed action, this alternative would not contribute to any cumulative impacts related to the use of parkland and recreational facilities in the project corridor. Accordingly, no adverse effects on parkland and recreation would occur either individually or cumulatively.

No cumulatively adverse effects would occur under Alternative A.

7.2.16 Wetlands and Floodplains

Affected Environment

According to the California Wetlands Information System (a program of the California Resources Agency), the project corridor is not located within or adjacent to any areas that would be considered a wetland as defined by Section 404 of the Clean Water Act. The nearest wetland is the Ballona Wetland located approximately 1.3 miles south of the project corridor.

Executive Order 11988 (Flood Plain Management) links the need to protect lives and property with the need to restore and preserve natural and beneficial flood plain values. Specifically, federal agencies are directed to avoid conducting, allowing, or supporting actions on the base flood plain unless the agency finds that the base flood plain is the only practicable alternative location. Similarly, Department of Transportation (DOT) Order 5650.2, which implements Executive Order 11988 (Flood Plain Management) and was issued pursuant to the National Environmental Policy Act of 1969, the National Flood Insurance Act of 1968, and the Flood Disaster Protection Act of 1973, prescribes policies and procedures for ensuring that proper consideration is given to the avoidance and mitigation of adverse flood plain impacts in agency actions, planning programs, and budget requests.

Los Angeles County is subject to a wide range of flood hazards, including those caused by earthquakes, intense storms, and failure of man-made structures. Two damaging regional tsunamis caused by the 1812 Santa Barbara and the 1927 Point Arguello earthquakes indicate that faults off the coast of Southern California are capable of producing large local tsunamis. The tsunami concern is heightened because the short historical record does not adequately characterize the long-term tsunami risk.

The Federal Emergency Management Agency (FEMA) has prepared flood maps identifying areas in Los Angeles County that would be subject to flooding during 100- and 500-year storms events. These maps indicate that portions of the project corridor are located within these flood zones. At the intersection of Wilshire Boulevard and Wilton Place, the project corridor passes through a two-city block area that is within a 500-year flood zone and small areas (less than one city block) within the 100-year flood zone at the intersection of Wilshire Boulevard and Mariposa Avenue and between

Commonwealth Avenue and Hoover Street.¹⁵² However, the risk for flooding in these areas is not any greater than that for most areas in the remaining portions of the Central Los Angeles Basin.

Impacts

No Project Alternative

Under the No Project Alternative, proposed improvements to 9.9 miles of the Wilshire corridor included under the proposed action would not be implemented. Therefore, no impacts on wetlands or floodplains would occur.

No adverse effects would occur under the No Project Alternative.

Proposed Action

The project corridor is located in a fully industrialized area and would not affect any federally protected wetlands. Therefore, no impacts on wetlands would occur.

The proposed action would not involve construction of new structures along the Wilshire corridor that would be exposed to 500-year or 100-year flood events. During these storm events, portions of the Wilshire corridor are, and will continue to be, subject to limited flooding of short duration. Implementation of the proposed action, which would involve improvements to an existing transportation corridor already used by buses and other vehicles to create peak period bus lanes to accommodate existing buses, would neither create nor contribute to flooding that would exceed the storm drain system capacity nor impede or redirect flood flow. Accordingly, implementation of the proposed action would not create any new impacts related to flooding beyond existing conditions. Therefore, no adverse effects related to flooding are anticipated to occur.

No adverse impacts related to wetlands or floodplains would occur under the proposed action.

Alternative A – Truncated Project Without Jut-Out Removal

Similar to the proposed action, Alternative A would be built within the existing Wilshire corridor and would not affect any federally protected wetlands. Alternative A would not contribute to flooding that would exceed the storm drain system, or impede or redirect flood flow, or otherwise increase or alter existing conditions related to flooding in the area.

No adverse impacts related to wetlands or floodplains would occur under Alternative A.

¹⁵² City of Los Angeles, NavigateLA Website, available online: <http://navigateLA.lacity.org/>, accessed November 19, 2008.

Measures to Minimize Harm

No Project Alternative

No adverse effects would occur; therefore, no mitigation measures are required.

Proposed Action

No adverse effects would occur; therefore, no mitigation measures are required.

Alternative A – Truncated Project Without Jut-Out Removal

No adverse effects would occur; therefore, no mitigation measures are required.

Cumulative Impacts

No Project Alternative

No adverse effects would occur under the No Project Alternative; therefore, no cumulative adverse effects would occur.

No cumulatively adverse effects would occur under the No Project Alternative.

Proposed Action

The project corridor is located in a developed urban area of the City of Los Angeles. Designated and federally protected wetlands or floodplains do not exist in the vicinity of the project corridor. Therefore, no adverse cumulative impacts on wetlands are anticipated from project implementation.

BRT operations are already occurring along the project corridor. The proposed action would create peak period bus lanes to accommodate existing buses. Therefore, the proposed action would not contribute to any cumulative impacts related to flooding in the project corridor. Accordingly, no adverse effects related to flooding would occur either individually or cumulatively.

No cumulatively adverse effects would occur under the proposed action.

Alternative A – Truncated Project Without Jut-Out Removal

Similar to the proposed action, no adverse effects related to wetlands or floodplains would occur either individually or cumulatively under Alternative A.

No cumulatively adverse effects would occur under Alternative A.

7.2.17 Water Quality, Navigable Waterways, and Coastal Zones

Affected Environment

The primary federal law governing water quality is the Federal Water Pollution Control Act of 1972, amended as the Clean Water Act in 1977. This landmark legislation established the National Pollutant Discharge Elimination System (NPDES) permit process to regulate point source discharges to surface waters. The 1987 amendment to the Clean Water Act added Section 402(p) that requires the United States Environmental Protection Agency (EPA) to develop regulations for the control of nonpoint source discharges, such as urban storm water runoff, that ultimately ends up in receiving waters.

There are no surface water bodies located near the project corridor. The closest water bodies are the Santa Monica Bay and the Pacific Ocean, approximately 2.5 miles west of the project corridor. The Pacific Ocean is the ultimate receiving water body in the region. Santa Monica Bay is a United States Federal navigable water body and is listed as an impaired water body in the Federal listing established under the Clean Water Act, Sections 131.1, 303, 304, and 319.

Because the western end of the project corridor is approximately 2.5 miles east of the Pacific Ocean, no segment of the project corridor is located within a designated coastal zone, which ends at Wilshire Boulevard and 4th Street in the City of Santa Monica.

Impacts

No Project Alternative

Under the No Project Alternative, proposed improvements to 9.9 miles of the Wilshire corridor included under the proposed action would not be implemented.

No adverse impacts related to water resources would occur under the No Project Alternative.

Proposed Action

Implementation of the proposed action, which would involve improvements to an existing transportation corridor already used by buses and other vehicles to create peak period bus lanes to accommodate existing buses, would neither create nor contribute to water quality degradation. Project construction, which would involve resurfacing/repaving and roadway widening in some segments of Wilshire Boulevard, would comply with applicable federal, State,

and local regulations, as well as other code requirements and permit provisions to prevent any violation of water quality standards or waste discharge requirements. These codes and requirements include the City of Los Angeles Municipal Code (Chapter IX, Division 70), the National Pollutant Discharge Elimination System (NPDES) stormwater regulations, implementation of the Stormwater Pollution Prevention Plan (SWPPP), and Standard Urban Stormwater Mitigation Plan (SUSMP). Accordingly, implementation of the proposed action would not create any new impacts related to water quality beyond existing conditions. Therefore, no adverse effects related to water quality are anticipated to occur.

The proposed action would not alter the existing drainage pattern of the project corridor that would result in erosion or siltation. The project corridor is nearly flat in a heavily urbanized area and has been previously developed with impervious surfaces, with stormwater moving as sheet flow across the paved areas. The proposed action would not interfere with runoff flow patterns.

No natural streams or waterways or navigable waterways are located in the project corridor that would be considered ecologically sensitive or potentially harbor endangered species. Further, the western end of the project corridor is located more than two miles east of the Pacific Ocean and is not located in a designated coastal zone. Therefore, adverse environmental effects related to water quality, navigable waterways, and coastal zones are not anticipated with the proposed action.

No adverse impacts related to water resources would occur under the proposed action.

Alternative A – Truncated Project Without Jut-Out Removal

Similar to the proposed action, Alternative A would be built within the existing Wilshire corridor and would not affect existing conditions related to water quality, navigable waters, or coastal zones. No adverse effect would occur under Alternative A.

No adverse impacts related to wetlands or floodplains would occur under Alternative A.

Measures to Minimize Harm

No Project Alternative

No adverse effects would occur; therefore, no mitigation measures are required.

Proposed Action

No adverse effects would occur; therefore, no mitigation measures are required.

Alternative A – Truncated Project Without Jut-Out Removal

No adverse effects would occur; therefore, no mitigation measures are required.

Cumulative Impacts

No Project Alternative

No adverse effects would occur under the No Project Alternative; therefore, no cumulative adverse effects would occur.

No cumulatively adverse effects would occur under the No Project Alternative.

Proposed Action

BRT operations already occur along the Wilshire corridor. The proposed action would create peak period curbside bus lanes to accommodate existing buses. Therefore, the proposed action would not contribute to any cumulative impacts related to water quality, navigable waters, and coastal zones. The indirect effects of reducing traffic congestion would be a beneficial effect to water quality in the region since reductions in on-road vehicles would result in a reduction in the level of water-borne pollutants that migrate to surface and groundwater through stormwater runoff. Accordingly, no adverse effects related to water quality, navigable waters, and coastal zones would occur either individually or cumulatively.

No cumulatively adverse effects would occur under the proposed action.

Alternative A – Truncated Project Without Jut-Out Removal

Similar to the proposed action, no adverse effects related to water quality, navigable waters, or coastal zones would occur either individually or cumulatively under Alternative A.

No cumulatively adverse effects would occur under Alternative A.

7.2.18 Ecologically Sensitive Areas and Endangered Species

Affected Environment

The project corridor is located in an urban area, where BRT operations are already occurring. The project corridor is not within or adjacent to natural open space or significant ecological areas (SEAs) that would support threatened or endangered species. There are no natural or landscaped features in the project corridor that would support any sensitive biological resources. Wildlife use of the project corridor is limited largely to feral cats,

rats, mice, and birds, which adapt to urban areas and are not considered sensitive species. No natural streams or waterways are located in the project vicinity that would be considered ecologically sensitive. The nearest concrete-lined stream is the Ballona Creek, located 1.3 miles south of the project corridor.

Impacts

No Project Alternative

Under the No Project Alternative, proposed improvements to 9.9 miles of the Wilshire corridor included under the proposed action would not be implemented. No ecological resource impacts would occur.

No adverse impacts related to ecologically sensitive areas or endangered species would occur under the No Project Alternative.

Proposed Action

Because the project corridor is within a highly developed urban area, and there are few suitable habitats for wildlife, there are no expected impacts related to ecologically sensitive areas, sensitive or special-status species, riparian habitat or other sensitive natural communities.

Implementation of the proposed action, which would involve improvements to an existing transportation corridor already used by buses and other vehicles to create peak period curbside bus lanes to accommodate existing buses, would not create any new impacts to existing biological resources, including sensitive or special-status species (i.e., trees and birds), in the project corridor and vicinity. In addition, the project's urban setting provides no opportunity for accessible movement between two or more existing open spaces. Project operation would not create any new impacts related to ecologically sensitive areas and endangered species beyond existing conditions. Therefore, no adverse effects related to sensitive biological resources are anticipated to occur.

However, during project construction, there is moderate potential for violation of the federal Migratory Bird Treaty Act and similar laws in the California Fish and Game Code protecting native birds, if any tree removal or other project construction were to occur during the nesting season. The segment of the project corridor, where jut-outs are proposed to be removed, would involve the removal of a maximum of 40 magnolia trees along Wilshire Boulevard between Comstock Avenue and Malcolm Avenue, which may serve as habitat for migratory birds. This may result in conflict with state and federal laws protecting native birds and their active nests. Implementation of **Mitigation Measure BR-1** would ensure that this conflict is avoided. The segment of the project corridor, where the eastbound left-turn pocket at Sepulveda Boulevard would be lengthened and the street widened between Bonsall Avenue and Federal Avenue, would involve the removal of approximately 30 small jacaranda trees. However, these trees are ornamental

and would not provide suitable habitat for migratory birds. Therefore, no impacts related to migratory birds are anticipated along this segment.

*With the incorporation of **Mitigation Measure BR-1**, no substantial adverse impacts related to ecologically sensitive areas or endangered species would occur under the proposed action.*

Alternative A – Truncated Project Without Jut-Out Removal

Similar to the proposed action, Alternative A would be built within the existing Wilshire corridor and would not create any new impacts to existing biological resources, including sensitive or special-status species, in the project corridor and vicinity. Alternative A does not include the removal of the jut-outs between Comstock Avenue and Malcolm Avenue, and, therefore, the existing magnolia trees along this portion of the project corridor would not be adversely affected. The segment of the project corridor, where the eastbound left-turn pocket at Sepulveda Boulevard would be lengthened and the street widened between Bonsall and Federal Avenues, would involve the removal of approximately 30 small jacaranda trees. However, these trees are ornamental and would not provide suitable habitat for migratory birds. No adverse effects to ecologically sensitive areas or endangered species would occur under Alternative A.

No adverse impacts related to ecologically sensitive areas or endangered species would occur under Alternative A.

Measures to Minimize Harm

No Project Alternative

No adverse effects would occur; therefore, no mitigation measures are required.

Proposed Action

The proposed action involves the removal of a maximum of 40 magnolia trees along Wilshire Boulevard between Comstock Avenue and Malcolm Avenue, which may serve as habitat for migratory birds. Accordingly, the **Mitigation Measure BR-1** shall be implemented to prevent conflict with existing federal, state, and/or local laws, regulations and/or ordinances protecting biological resources that may be encountered during construction of the proposed action. This mitigation measure is discussed in detail in Section 4.7.

Alternative A – Truncated Project Without Jut-Out Removal

No adverse effects would occur; therefore, no mitigation measures are required.

Cumulative Impacts

No Project Alternative

No adverse effects would occur under the No Project Alternative; therefore, no cumulative adverse effects would occur.

No cumulatively adverse effects would occur under the No Project Alternative.

Proposed Action

The project lies entirely within a developed urban area. Accordingly, ecologically sensitive areas, special-status species, and their occupied habitat do not have reasonable potential to be present in the immediate project area. Therefore, no adverse cumulative impacts to wetlands, special-status species, or wildlife corridors would occur. However, as discussed above, the removal of some trees along the project corridor may conflict with state and federal laws protecting native birds and their active nests. Construction activities as a result of the proposed action and other projects in the area could potentially result in an adverse cumulative impact to natives birds. **Mitigation Measure BR-1** has been identified to ensure that adverse impacts to nesting birds are minimized.

With the incorporation of mitigation, no cumulatively adverse effects would occur under the proposed action.

Alternative A – Truncated Project Without Jut-Out Removal

No adverse effects would occur under Alternative A on ecologically sensitive resources or endangered species. Therefore, no cumulatively adverse effects would occur.

No cumulatively adverse effects would occur under Alternative A.

7.2.19 Energy Resources

Affected Environment

California's overall energy consumption continues to be dominated by growth in passenger vehicles. California is the third largest consumer of transportation fuels in the world (behind the United States as a whole and China) – more than 16 billion gallons of gasoline and nearly three billion gallons of diesel consumed each year.¹⁵³ Demand for gasoline and diesel is

¹⁵³ California Energy Commission, *2007 Integrated Energy Policy Report*, October 2007.

normally expected to increase by one to two percent each year as a growing population registers more vehicles and drives more miles.¹⁵⁴

While national demand grew by 1.5 percent in the first half of 2007, consumption in California has dropped. Californians used nearly one percent less gasoline in April 2007 – 10.5 million fewer gallons of gasoline than the previous April.¹⁵⁵ This was the fourth straight quarter in which Californians have used less gasoline than they did during the same period the year before.

Within the project corridor, as examined by the Traffic Impact Analysis, approximately 44 out of 74 of the study intersections currently experience a traffic level of service (LOS) of D, E, or F during either A.M. or P.M. peak traffic periods. While a specific amount of transportation-related energy usage cannot be ascertained based on LOS alone, LOS of D, E, or F indicates a high degree of traffic congestions and delay times during peak travel periods in the project corridor. Traffic congestion and the corresponding vehicle idling indicate a low degree of transportation-related energy-efficiency along Wilshire corridor.

Impacts

No Project Alternative

Under the No Project Alternative, proposed improvements to 9.9 miles of the Wilshire corridor included under the proposed action would not be implemented. Over time, regional population growth would be expected and would lead to increased vehicle use, increased traffic congestion, and, thus, decreased transportation-related energy efficiency in the project corridor and the larger region. No increase in bus ridership or decrease in VMT would occur. However, this would not be considered a direct impact as a result of the No Project Alternative. Therefore, no adverse effects related to energy would occur under the No Project Alternative.

No adverse impacts related to energy use would occur under the No Project Alternative.

Proposed Action

The proposed action would be accommodated along the existing Wilshire Boulevard ROW. Regional population growth would be expected that would generally lead to an increased demand in transportation needs. Based on previous studies related to the Los Angeles Metro Rapid Demonstration Program (see Appendix I), it has been determined that with improved bus passenger travel times and bus service reliability, ridership can increase dramatically. Accordingly, the proposed action would be expected to reduce VMT in personal vehicles as the proposed action would encourage a shift from automobile use to public transit by continuing to attract new transit

¹⁵⁴ *Ibid.*

¹⁵⁵ *Ibid.*

riders. The overall effect of the proposed action is expected to result in increased use of public transportation. In turn, this would result in decreased traffic congestion, vehicle idling, thereby increasing the transportation related energy efficiency within the project corridor for both public transportation and private vehicle use. Therefore, the proposed action would result in less energy consumption than baseline conditions and, as such, would result in a beneficial energy impact.

No adverse impacts related to energy use would occur under the proposed action.

Alternative A – Truncated Project Without Jut-Out Removal

Similar to the proposed action, Alternative A is expected to result in increased use of public transportation, with a corresponding decrease in traffic congestion and vehicle idling. Increased transportation related energy efficiency under Alternative A would result in less energy consumption than baseline conditions and, as such, would result in a beneficial effect (reduction) on energy use.

No adverse impacts related to energy use would occur under the Alternative A.

Measures to Minimize Harm

No Project Alternative

No adverse effects would occur; therefore, no mitigation measures are required.

Proposed Action

No adverse effects would occur; therefore, no mitigation measures are required.

Alternative A – Truncated Project Without Jut-Out Removal

No adverse effects would occur; therefore, no mitigation measures are required.

Cumulative Impacts

No Project Alternative

No adverse effects related to energy use would occur under the No Project Alternative; therefore, no cumulative adverse effects would occur.

No cumulatively adverse effects related to energy use would occur under the No Project Alternative.

Proposed Action

No adverse effects related to energy use would occur under the proposed action; therefore, no cumulative adverse effects would occur. Increased transportation-related energy efficiency along the Wilshire corridor would serve to reduce energy use by reducing total VMTs for personal vehicles. Therefore, the proposed action would be expected to have a cumulatively beneficial effect (reduction) on energy use.

No cumulatively adverse effects related to energy use would occur under the proposed action.

Alternative A – Truncated Project Without Jut-Out Removal

Similar to the proposed action, Alternative A would not result in adverse effects on energy use, and, therefore, no cumulative adverse effects would occur. As with the proposed action, under Alternative A, increased transportation-related energy efficiency along the Wilshire corridor would serve to reduce energy use by reducing total VMTs for personal vehicles. Therefore, this alternative would be expected to have a cumulatively beneficial effect (reduction) on energy use.

No cumulatively adverse effects related to energy use would occur under Alternative A.

7.2.20 Safety and Security

Affected Environment

LACMTA oversees the operation of bus, heavy rail transit, and light rail transit services throughout Los Angeles County. As part of its responsibilities, LACMTA implements its System Safety Program Plan to maintain and improve the safety of commuter operations, reduce accidents and associated costs, and comply with state regulations. These safety measures have been established to ensure worker and passenger safety, prevent crime, allow for adequate emergency response, and include emergency procedures to be followed in the event of a natural disaster. LACMTA currently provides police surveillance (via contracts with the Los Angeles County Sheriff's Department), non-uniformed police inspectors on transit buses and at major transit nodes, closed-circuit television in some locations, and an emergency radio response system.

In addition, LACMTA works closely with the LADOT to improve intersections with transit signal priority and all the necessary street infrastructure to enable motorists, bicyclists, and pedestrians to interact safely with the Metro Rapid buses as they cross through the Wilshire corridor intersections between Central and West Los Angeles.

LACMTA currently operates the Wilshire Metro Rapid Bus 720 and 920 lines along the Wilshire corridor. Bus stops have already been constructed as part

of these lines with necessary safety features that ensure pedestrian, motorist and bicyclist safety.

Impacts

No Project Alternative

Under the No Project Alternative, proposed improvements to 9.9 miles of the Wilshire corridor included under the proposed action would not be implemented.

No adverse impacts related to safety and security would occur under the No Project Alternative.

Proposed Action

The proposed action would convert existing curb lanes on Wilshire Boulevard to bus and right-turn only lanes operating in the peak periods on weekdays. 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 or removing jut-outs. These improvements would be implemented following design guidelines by the City of Los Angeles and LACMTA in order to continue to ensure pedestrian, motorist, and bicyclist safety. Implementation of the proposed action, which would involve improvements to an existing transportation corridor already used by buses and other vehicles, would neither increase the number of crimes occurring on LACMTA property or service corridor nor substantially change the operation of the Wilshire Metro Rapid bus service. Therefore, no adverse effects related to safety and security are anticipated. During construction, traffic detours and truck routes would be required. Maintaining an adequate level of signage, construction barriers, and supervision of trained safety personnel as part of the construction team would ensure that pedestrian and motorist safety is maintained during construction.

No adverse impacts related to safety and security would occur under the proposed action.

Alternative A – Truncated Project Without Jut-Out Removal

Similar to the proposed action, the improvements under Alternative A would be implemented following design guidelines by the City of Los Angeles and LACMTA in order to continue to ensure pedestrian, motorist, and bicyclist safety. Implementation of Alternative A, which would involve similar improvements described for the proposed action within an existing transportation corridor already used by buses and other vehicles, would neither increase the number of crimes occurring on LACMTA property or service corridor nor substantially change the operation of the Wilshire Metro Rapid bus service. Similar to the proposed project, during construction, traffic detours and truck routes would be required. Maintaining an adequate

level of signage, construction barriers, and supervision of trained safety personnel as part of the construction team would ensure that pedestrian and motorist safety is maintained during construction.

Therefore, no adverse effects related to safety and security under Alternative A are anticipated.

No adverse impacts related to safety and security would occur under Alternative A.

Measures to Minimize Harm

No Project Alternative

No adverse effects would occur; therefore, no mitigation measures are required.

Proposed Action

No adverse effects would occur; therefore, no mitigation measures are required.

Alternative A – Truncated Project Without Jut-Out Removal

No adverse effects would occur; therefore, no mitigation measures are required.

Cumulative Impacts

No Project Alternative

No adverse effects would occur under the No Project Alternative; therefore, no cumulative adverse effects would occur.

No cumulatively adverse effects would occur under the No Project Alternative.

Proposed Action

Implementation of the proposed action would not change the operation of the Wilshire Metro Rapid bus service or cause adverse cumulative effects on safety and security. The improved service would entice some drivers to choose public transit as a choice for commuting, which could theoretically reduce the potential for traffic accidents. Similarly, average travel speeds on Wilshire Boulevard may increase slightly during peak periods relative to the cumulative base condition but would remain well below the posted speed limit. At the system level, this would be a beneficial cumulative effect of the proposed action.

No cumulatively adverse effects would occur under the proposed action.

Alternative A – Truncated Project Without Jut-Out Removal

Similar to the proposed action, no adverse effects related to safety and security would occur either individually or cumulatively under Alternative A.

No cumulatively adverse effects would occur under Alternative A.

7.2.21 Construction

Affected Environment

Construction activities within public rights-of-way are not typically considered to be adverse due to their short term nature, particularly with implementation of construction management and abatement measures. Project construction would employ conventional construction techniques and equipment used in the Southern California region. All work would conform to industry specifications and standards. Construction could possibly begin in early 2011 and take approximately two years to implement all the proposed improvements.

Impacts

Traffic

No Project Alternative

No construction activities would occur under the No Project Alternative; therefore, no adverse effects related to construction traffic would occur.

No adverse effects related to construction traffic would occur under the No Project Alternative.

Proposed Action

Major project elements involving construction include the following:

- From Western Avenue to Fairfax Avenue (approximately 3.0 miles), curb lanes would be reconstructed/resurfaced and converted to peak period bus lanes;
- From Comstock Avenue to Malcolm Avenue (approximately 1.0 miles), various curb improvements, including jut-out removal and realignment of curbs, would be implemented;
- From Sepulveda Boulevard to Bonsall Avenue (approximately 0.2 mile), no bus lanes would be implemented. However, at Sepulveda Boulevard, the eastbound left-turn pocket would be lengthened by approximately 470 feet to accommodate a greater number of vehicles that are currently queued in the No. 1 eastbound traffic lane, resulting in full use of the No. 1 lane for through traffic movements.

- From Bonsall Avenue to Federal Avenue (approximately 0.4 mile), in order to accommodate an eastbound peak period bus lane, the sidewalk widths on both sides of Wilshire Boulevard would be reduced to a uniform width. Both eastbound and westbound lanes would be restriped. Wilshire Boulevard between Interstate 405 and Federal Avenue is bordered by the Veterans Administration (VA) property. The sidewalk widths on both sides of Wilshire Boulevard in this segment vary between 10 and 15 feet.
- From Federal Avenue to Barrington Avenue (approximately 0.1 mile), both sides of Wilshire Boulevard would be widened by reducing the sidewalk widths on the north and south sides, allowing restriping of the street and creation of a new eastbound peak period bus lane and conversion of the westbound curb lane to a peak period bus lane.

The equipment that would be used in construction may include graders, dozers, cement-mixers, flat bed trucks, and dump trucks to haul asphalt debris. These construction vehicles would be used along the alignment to implement the project improvements identified above and would possibly impede traffic mobility in areas of construction. Traffic detours and truck routes would be required during construction. Traffic disruptions would likely occur and result in adverse effects to local traffic circulation.

It is anticipated that construction work may temporarily reduce the capacity of, and cause delays to, the traffic flow along Wilshire Boulevard. The City and County of Los Angeles would be required to prepare and implement a Traffic Management Plan that would best serve the mobility and safety needs of the motoring public, construction workers, businesses, and community, as well as facilitate the flow of automobile and pedestrian traffic during construction. The plan would consist of a temporary traffic control plan that addresses both the transportation operations and public information components. In order to minimize the traffic impacts to the extent possible, several mitigation measures will need to be implemented along the project corridor to help mitigate the temporary construction impact to traffic and the adjacent businesses. Some of these measures include traffic control devices and possibly flagmen and/or traffic officers, frequent street sweeping, and the implementation of diversions/detours to facilitate traffic flow throughout the construction zones. In addition, a Construction Phasing and Staging Plan would be required to control the impacts of construction in any segment by limiting the areas that may be constructed at a particular time. The goal of the construction phasing plan would be to maximize the work area under construction while minimizing the inconvenience to the businesses and motoring public. The proposed action would be required to comply with the Holiday Moratorium, which prohibits construction work from November 15 through January 2.

A minimum of one-week advance notice would be provided to individual owners (businesses and residences), owner's agents, and tenants of buildings adjacent to work-site before impairing access to those buildings and use of adjacent public ways or prohibiting stopping and parking of vehicles. Additionally, temporary special signs would be used to mitigate the effects of construction on businesses by informing customers that merchants and other

businesses are open and to provide special access directions if warranted. A minimum 3-foot pedestrian access along sidewalks would be maintained at all times.

Public awareness strategies include various methods to educate and reach out to the public, businesses, and the community concerning the project and work zone. The public component piece of the Traffic Management Plan may include organizing and hosting project briefings for area residents, local workforce, commuters and business owners; consultation with area homeowner associations, neighborhood councils, and Business Improvement Districts (BID); responding to telephone calls and e-mails; design and distribution of a project brochure; issuing construction notices to inform public of construction schedules; attending weekly construction progress meetings and reporting community concerns; working closely with affected Council Districts, as well as the Mayor's Los Angeles Business Team to mitigate concerns; issuing news releases to local media to inform public of traffic impacts; and, developing and managing a project website and/or telephone hotline.

The above measures are included in **Mitigation Measures C-1** through **C-3** and shall be implemented to ensure that traffic disruptions are reduced to a level that would not be considered adverse.

Construction of the proposed action would result in a temporary adverse effect related to traffic circulation.

Alternative A – Truncated Project Without Jut-Out Removal

Major project elements involving construction include the following:

- From Western Avenue to San Vicente Boulevard (approximately 3.6 miles) and from the western boundary of the City of Beverly Hills to Westholme Avenue (approximately 1.2 miles), curb lanes would be reconstructed/resurfaced and converted to peak period bus lanes;
- From Sepulveda Boulevard to Bonsall Avenue (approximately 0.2 mile), no bus lanes would be implemented. However, at Sepulveda Boulevard, the eastbound left-turn pocket would be lengthened by approximately 470 feet to accommodate a greater number of vehicles that are currently queued in the No. 1 eastbound traffic lane, resulting in full use of the No. 1 lane for through traffic movements.
- From Bonsall Avenue to Federal Avenue (approximately 0.4 mile), in order to accommodate an eastbound peak period bus lane, the sidewalk widths on both sides of Wilshire Boulevard would be reduced to a uniform width. Both eastbound and westbound lanes would be restriped. Wilshire Boulevard between Interstate 405 and Federal Avenue is bordered by the Veterans Administration (VA) property. The sidewalk widths on both sides of Wilshire Boulevard in this segment vary between 10 and 15 feet.
- From Federal Avenue to Barrington Avenue (approximately 0.1 mile), both sides of Wilshire Boulevard would be widened by reducing the sidewalks on the north and south sides, allowing restriping of the street

and creation of a new eastbound peak period bus lane and the conversion of the westbound curb lane to a peak period bus lane.

The equipment that would be used in construction may include graders, dozers, cement-mixers, flat bed trucks, and dump trucks to haul asphalt debris. These construction vehicles would be used along the alignment to implement the project improvements identified above and would possibly impede traffic mobility in areas of construction. Traffic detours and truck routes would be required during construction. As with the proposed action, traffic disruptions would likely occur and result in adverse effects to local traffic and pedestrian circulation and businesses in the area under this alternative. As described for the proposed action (above), **Mitigation Measures C-1** through **C-3** shall be implemented to ensure that traffic disruptions are reduced to a level that would not be considered adverse.

Air Quality

No Project Alternative

No construction activities would occur under the No Project Alternative; therefore, no adverse effects related to air quality would occur.

No adverse effects related to construction emissions would occur under the No Project Alternative.

Proposed Action

Regional Impacts. The Air Quality Assessment Report assumed a conservative worst-case impact scenario in calculating regional air quality impacts. For modeling purposes, it was assumed that construction would have a duration of approximately 4 months. The total amount of construction, the duration of construction, and the intensity of construction activity could have a substantial effect upon the amount of construction emissions, the concentrations, and the resulting impacts occurring at any one time. As such, the emission forecasts provided herein reflect a specific set of conservative assumptions based on the expected construction scenario wherein a relatively large amount of construction is occurring in a relatively intensive manner. Because of this conservative assumption, actual emissions could be less than those forecasted. If construction is delayed or occurs over a longer time period, emissions could be reduced because of (1) a more modern and cleaner burning construction equipment fleet mix, and/or (2) a less intensive buildout schedule (i.e., fewer daily emissions occurring over a longer time interval).

Table 4.2-4 (Section 4.2), shows the emissions calculated for construction of the proposed action. As shown therein, it was found that criteria pollutant emissions would be less than the applicable SCAQMD significance thresholds. Therefore, a substantial adverse effect related regional air quality would not result from construction activities under the proposed action.

Construction of the proposed project would not result in a substantial adverse effect related to regional criteria pollutant impacts.

Localized Impacts. The SCAQMD has developed a set of mass emissions rate look-up tables that can be used to evaluate localized impacts that may result from construction-period criteria pollutant emissions, including PM₁₀, and PM_{2.5}. If the on-site emissions from proposed construction activities are below the Localized Significance Threshold (LST) emission levels found in the LST mass rate look-up tables for the project site's SRA, then project emissions would not have the potential to cause a significant localized air quality impact.

When quantifying mass emissions for LST analysis, only emissions that occur on site are considered. Consistent with SCAQMD LST guidelines, emissions related to offsite delivery/haul truck activity and employee trips are not considered in the evaluation of localized impacts. Based on the Air Quality Assessment Report, the worst-case maximum emissions for all criteria pollutants would remain below their respective SCAQMD LST significance thresholds (see Section 4.2, Table 4.2-5). As such, localized impacts that may result from construction-period criteria pollutant emissions would not be considered substantially adverse.

The greatest potential for TAC emissions would be related to diesel particulate emissions associated with heavy equipment operations during site grading activities. The SCAQMD does not consider diesel-related cancer risks from construction equipment to be an issue due to the short-term nature of construction activities. Construction activities associated with the proposed project would be sporadic, transitory, and short term in nature. The assessment of cancer risk is typically based on a 70-year exposure period. Because exposure to diesel exhaust would be well below the 70-year exposure period, construction of the proposed project is not anticipated to result in an elevated cancer risk to exposed persons due to the short-term nature of construction. As such, localized project-related toxic emission impacts during construction would not be considered substantially adverse under the proposed project.

Construction of the proposed action would not result in a substantial adverse effect related to localized criteria pollutants or toxic air contaminants.

Alternative A – Truncated Project Without Jut-Out Removal

Similar to the proposed action, regional and localized construction-period impacts under Alternative A would be similar to or less than those for the proposed action, since less construction activity would occur under the project alternative than under the proposed project. There would be no jut-out removal between Comstock Avenue and Malcolm Avenue, and there would be no bus lane-related construction from approximately 300 feet east of Veteran Avenue to the I-405 northbound ramps and from S. Park View Street east. However, there would be some additional curb lane reconstruction/resurfacing from Fairfax Avenue to San Vicente Boulevard and from the western boundary of the City of Beverly Hills to Westholme Avenue. Similar to the proposed project, criteria pollutant emissions under Alternative A would be less than the applicable SCAQMD significance thresholds. Construction-period TAC emissions, as with the proposed project, would be temporary in nature, and as such, would not result in substantial adverse effects related to regional or localized air quality impacts.

Construction of Alternative A would not result in a regionally or localized substantial adverse effect related to criteria pollutants or toxic air contaminants.

Noise

No-Project Alternative

Under the No Project Alternative, proposed improvements to the Wilshire corridor included under the proposed action would not be implemented. No construction activities would take place, and, therefore, no construction noise would be generated.

No adverse effects related to construction noise would occur under the No Project Alternative.

Proposed Action

Project construction would increase noise levels temporarily at noise-sensitive locations near the project site. The magnitude of the increases would depend on the type of construction activity, the noise level generated by various pieces of construction equipment (see Table 4.4-7 in Section 4.4 of this document), site geometry (i.e., shielding from intervening terrain or other structures), and the distance between the noise source and receiver.

Noise from construction activity is generated by the broad array of powered, noise-producing mechanical equipment used in the construction process. The types of equipment range from hand-held pneumatic tools used for installation of signage and traffic signals, to jack-hammers, rock drills, and pile drivers to break the sidewalk and roadway surface, to compactors, graders, scrapers, and pavers used in roadway reconstruction. The exact complement of noise-producing equipment that would be in use during any particular period has not yet been determined. However, the noise levels from construction activity during various phases of a typical public works and roadway construction project have been evaluated, and their use provides an acceptable prediction of a project's potential noise impacts.

Assuming an average noise level of 89 dBA (at 50 feet distance from roadway centerline) during excavation activities for roadway reconstruction of the curb lanes in the segment between Western Avenue and Fairfax Avenue, noise levels would temporarily increase by more than 15 decibels from the typical ambient daytime noise levels measured in the area at four of the six measurement locations (ST-1, ST-3, ST-4, and ST-6), as discussed in detail in Section 4.4 of this document. Although the increases in noise levels would be substantial, the increases would be intermittent and temporary, and during daytime hours, it is unlikely that significant impacts on noise-sensitive uses or activities would occur. The other corridor segments that would require roadway and/or curb reconstruction would not result in an increase in noise from existing levels above the 15-decibel threshold of significance.

In addition, Section 1508.27 of the Council on Environmental Quality's (CEQ) regulations for implementing NEPA requires considerations of both context and intensity when determining the significance of an impact.

Context considers several factors, such as society as a whole (human, national), the affected region, the affected interests, and the locality, while intensity refers to the severity of impact. Several factors are considered in evaluating intensity. Particularly applicable to the proposed action are the following two factors – (1) the degree to which the proposed action affects public health or safety, and (2) whether the action threatens a violation of Federal, State, or local law or requirements imposed for the protection of the environment.. Construction noise from the proposed action would be temporary and intermittent and would not substantially threaten public health. The construction activities required for the proposed action would not occur simultaneously along all segments of the project corridor and would be of short-duration (e.g., one to two weeks), completed in segment by segment intervals (e.g., a few blocks at a time). Furthermore, the proposed action would be required to comply with the City’s Noise Ordinance, which limits construction between the hours of 7:00 a.m to 9:00 p.m., Mondays through Fridays, and 8:00 a.m. to 6:00 p.m. on Saturdays. Noise control measures (**Mitigation Measures N-1** through **N-4** identified in Section 4.4) are also recommended during project construction to reduce the noise levels to the extent practicable in order to minimize the impact on nearby sensitive receptors. Based on these considerations, construction noise effects would not be considered substantially adverse under NEPA.

No adverse effects would occur due to construction period noise under the proposed action.

Alternative A – Truncated Project Without Jut-Out Removal

Similar to the proposed action, construction noise impacts anticipated under this alternative would not be considered adverse. This alternative would include mobility improvements along 8.7 miles of Wilshire Boulevard. These improvements include converting existing curb lanes to dedicated weekday peak period bus lanes in both the eastbound and westbound directions.

This alternative would be truncated at S. Park View Street and would neither convert existing curb lanes into bus lanes east to Valencia Street nor from approximately 300 feet east of Veteran Avenue to the I-405 northbound ramps. In addition, jut-out removal between Comstock Avenue and Malcolm Avenue would not occur under this alternative. However, noise impacts from Western Avenue to Fairfax Avenue would be extended from Western Avenue to San Vicente Boulevard under Alternative A. In addition, reconstruction of curb lanes would also occur from the Beverly Hills western city limit to Westholme Avenue under Alternative A. Similar to the proposed action, construction noise generated by Alternative A would be temporary and intermittent and would not substantially threaten public health. The construction activities required for Alternative A would not occur simultaneously along all segments of the project corridor and would be of short-duration, completed in segment by segment intervals. In addition, Alternative A would be required to comply with the City’s Noise Ordinance, which limits construction between the hours of 7:00 a.m to 9:00 p.m., Mondays through Fridays, and 8:00 a.m. to 6:00 p.m. on Saturdays. Noise control measures (**Mitigation Measures N-1** through **N-4** identified in Section 4.4) are also recommended during project construction to reduce the noise levels to the extent practicable in order to minimize the impact

on nearby sensitive receptors. Based on these considerations, construction noise effects would not be considered substantially adverse under NEPA.

No adverse effects would occur due to construction period noise under Alternative A.

Vibration

No-Project Alternative

Under the No Project Alternative, proposed improvements to the Wilshire corridor included under the proposed action would not be implemented. No construction activities would take place, and, therefore, no construction-related vibration would be generated.

No adverse effects related to construction-related vibration would occur under the No Project Alternative.

Proposed Action

Construction activities (e.g., breaking of pavement, reconstruction of the roadway base, repaving/resurfacing) have the potential to result in a temporary minor increase in vibration levels in the project area resulting from the short-term use of construction equipment. Table 7-5 shows vibration source levels for different kinds of construction equipment.

Table 7.5: Vibration Source Levels for Construction Equipment (from measured data^{a,b,c,d})

Equipment		PPV at 25 feet (in/sec)	Approximate L _v * at 25 feet
Pile Driver (impact)	Upper range	1.518	112
	Typical	0.644	104
Pile Driver (sonic)	Upper range	0.734	105
	Typical	0.170	93
Clam shovel drop (slurry wall)		0.202	94
Hydromill (slurry wall)	In soil	0.008	66
	In rock	0.017	75
Vibratory Roller		0.210	94
Hoe Ram		0.089	87
Large bulldozer		0.089	87
Caisson drilling		0.089	87
Loaded trucks		0.076	86
Jackhammer		0.035	79
Small bulldozer		0.003	58

* RMS velocity in decibels (VdB) re 1 micro-inch/second

^a D.J. Martin, "Ground Vibrations from Impact Pile Driving during Road Construction," Supplementary Report 544, United Kingdom Department of the Environment, Department of Transport, Transport and Road Research Laboratory, 1980.

^b J.F. Wiss, "Vibrations During Construction Operations," Journal of Construction Division, Proc. American Society of Civil Engineers, 100, No. CO3, pp. 239 - 246, September 1974.

^c J.F. Wiss, "Damage Effects of Pile Driving Vibrations," *Highway Research Record*, No. 155, Highway Research Board, 1967.

^d David A. Towers, "Ground-borne Vibration from Slurry Wall Trench Excavation for the Central Artery/Tunnel Project Using Hydromill Technology," Proc. InterNoise 95, Newport Beach, CA, July 1995.

Source: FTA. Traffic Noise and Vibration Impact Assessment, 2006.

From the equipment listed in the table, the proposed action would likely only require the use of pavement rollers, loaded trucks, and possibly jack hammers on the project site. The equipment used for the proposed action would generate vibration levels of approximately 0.2 inches per second (in/sec) peak particle velocity (PPV) and less at a distance of 25 feet. Groundborne vibration in excess of 0.2 inch PPV would be considered adverse. Since most sensitive receptors are located approximately 40-50 feet away from the roadway, vibration levels associated with the project would not exceed 0.2 inch PPV and would not be considered adverse.

In addition, construction activities for the proposed action would be temporary and intermittent. The construction activities required for the project would not be required along all segments of the project corridor and would be of short-duration, completed in segment by segment intervals. Furthermore, construction activities would adhere to best management practices (BMPs) per LACMTA's Construction Specifications, including Section 01565 (Construction Noise and Vibration). Therefore, no adverse construction vibration effects are anticipated.

No adverse effects related to construction-related vibration would occur under the proposed action.

Alternative A – Truncated Project Without Jut-Out Removal

Similar to the proposed action, construction vibration impacts anticipated under this alternative would not be considered adverse. This alternative would include mobility improvements along 8.7 miles of Wilshire Boulevard. These improvements include converting existing curb lanes to dedicated weekday peak period bus lanes in both the eastbound and westbound directions.

This alternative would be truncated at S. Park View Street and would not convert existing curb lanes into bus lanes east to Valencia Street nor from approximately 300 feet west of Veteran Avenue to the I-405 northbound ramps. In addition, the jut-out removal between Comstock Avenue and Malcolm Avenue, one of the activities most likely to generate vibration, would not occur under this alternative, and, therefore, construction vibration impacts expected from this activity would not occur. Under this alternative, there would also be additional curb lane reconstruction/resurfacing from Fairfax Avenue to San Vicente Boulevard and from the western boundary of the City of Beverly Hills to Westholme Avenue.

No adverse effects related to construction-related vibration would occur under Alternative A would occur.

Measures to Minimize Harm

No Project Alternative

No adverse effects would occur related to construction; therefore, no mitigation measures are required.

Proposed Action

No adverse effects would occur related to construction, with the exception of construction traffic. Traffic disruptions would likely occur and result in adverse effects to local traffic circulation. **Mitigation Measures C-1** through **C-3** below would ensure that construction-related traffic impacts would be reduced to a level that is not considered adverse.

C-1 The City and County of Los Angeles shall prepare a traffic management plan to facilitate the flow of traffic during construction. The plan shall include the following:

- Implement diversions/detours to facilitate traffic flow throughout the construction zones;
- Implement traffic control devices and flagmen/traffic officers, if possible, to maintain traffic flow throughout the construction zones; and
- Implement a public outreach/education program to inform the public about the planned construction process and encourage motorists to consider alternate travel routes.

C-2 The City and County of Los Angeles shall develop Worksite Traffic Control plans to accommodate required pedestrian and traffic movements. The plan shall include the following:

- Location of any roadway/lane or sidewalk closure;
- Traffic detours and haul routes;
- Hours of operation;
- Protective devices and warning signs; and
- Access to abutting properties.

C-3 The City and County of Los Angeles shall develop a Construction Phasing and Staging Plan to minimize the inconvenience to businesses and motorists within the construction zones. The plan shall control the impacts of construction in any segment by limiting the areas that may be constructed at a particular time.

Alternative A – Truncated Project Without Jut-Out Removal

Similar to the proposed action, no adverse effects would occur related to construction under Alternative A, with the exception of construction traffic. Traffic disruptions would likely occur and result in adverse effects to local traffic circulation. **Mitigation Measures C-1** through **C-3** above would ensure that construction-related traffic impacts would be reduced to a level that is not considered adverse.

7.3 Statutory Checklist

Table 7-6 identifies the determinations or compliance for each listed statute, executive order or regulation for the proposed action and Alternative A.

Table 7-6: Statutory Checklist

Documentation	Determinations and Compliance
Historic Preservation [36 CFR 800]	No effect on historic resources is anticipated (refer to Subsection 7.2.7 above) for either the proposed action or Alternative A.
Floodplain Management [24 CFR 55, Executive Order 11988]	According to the City of Los Angeles General Plan Public Safety Element and the Federal Emergency Management Agency (FEMA), and the City of Los Angeles NavigateLA website, at the intersection of Wilshire Boulevard and Wilton Place, the project corridor passes through a two-city block area that is within a 500-year flood zone and small areas (less than one city block) within the 100-year flood zone at the intersection of Wilshire Boulevard and Mariposa Avenue, and between Commonwealth Avenue and Hoover Street. Implementation of the proposed action or Alternative A, which would involve improvements to an existing transportation corridor already used by buses and other vehicles to create peak period bus lanes to accommodate existing buses, would neither create nor contribute to flooding that would exceed the storm drain system capacity nor impede or redirect flood flow. No adverse effects related to flooding are anticipated (refer to Subsection 7.2.16 above).
Wetlands Protection [Executive Order 11990]	No wetlands are located in the project corridor or its surrounding area (refer to Subsection 7.2.18 above).
Coastal Zone Management Act [Sections 307(c), (d)]	The western end of the project corridor is approximately 2.5 miles east of the Pacific Ocean and is not located in a designated coastal zone area (refer to Subsection 7.2.17 above).
Sole Source Aquifers [40 CFR 149]	According to the U.S. Environmental Protection Agency, the nearest designated sole source aquifers (SSA) to the project corridor are the Fresno County SSA and the Campo-Cottonwood SSA located in San Diego County adjacent to the U.S.-Mexico border. ¹⁵⁶
Endangered Species Act [50 CFR 402]	No effect on sensitive biological resources is anticipated. However, in order to ensure avoidance of any impacts, particularly for the proposed action related to migratory birds, Mitigation Measure BR-1 is required to ensure that active nesting sites are not affected during construction activities. (refer to Subsection 7.2.18 above).
Wild and Scenic Rivers Act [Sections 7(b), (c)]	The project corridor is not within one mile of a U.S. Department of Interior, National Park Service listed Wild and Scenic River. ¹⁵⁷ No effect is anticipated.

¹⁵⁶ U.S. Environmental Protection Agency, Region 9 Water Program, Sole Source Aquifer, <http://www.epa.gov/region09/water/groundwater/ssa.html>, updated March 24, 2008.

¹⁵⁷ U.S. Fish & Wildlife Service, National Wild and Scenic Rivers System, <http://www.rivers.gov/wildriverslist.html>, updated November 22, 2008.

Table 7-6: Statutory Checklist (Continued)

Documentation	Determinations and Compliance
<p>Air Quality [Clean Air Act, Sections 176(c) and (d), and 40 CFR 6, 51, 93]</p>	<p>The project action and Alternative A both qualify for an exemption from the requirement to determine conformity. As such, both the proposed action and Alternative A do not require a project-level conformity analysis.</p>
<p>Farmland Protection Policy Act [7 CFR 658]</p>	<p>The project corridor does not include prime or unique farmland.¹⁵⁸ No effect on agricultural resources is anticipated.</p>
<p>Environmental Justice [Executive Order 12898]</p>	<p>Neither the proposed action nor Alternative A would result in any disproportionately high or adverse human health or environmental effects. The construction and operational impacts of the proposed action or Alternative A would not disproportionately impact minority or low-income groups and, therefore, effects related to community disruption and environmental justice are not anticipated (refer to Subsection 7.2.14 above).</p>

¹⁵⁸ California Department of Conservation, Division of Land Resource Protection, Important Farmland Categories, available at: http://www.consrv.ca.gov/dlrp/fmmp/mccu/map_categories.htm, accessed: November 13, 2008.

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Chapter 5 Mitigation Monitoring and Reporting Program

CEQA requires agencies that adopt EIRs and mitigated negative declarations (MNDs) to take affirmative steps to determine that approved mitigation measures are implemented subsequent to project approval.

Effective January 1, 1989, CEQA was amended to add Section 21081.6, implementing Assembly Bill 3180. As part of CEQA's (state-mandated) environmental review procedures, Section 21081.6 requires a public agency to adopt a reporting or monitoring program for assessing and ensuring efficacy of any mitigation measures applied to a proposed project. Specifically, the lead or responsible agency must adopt a reporting or monitoring program for mitigation measures incorporated into a project or imposed as conditions of approval. The program must be designed to ensure compliance during project implementation. As stated in Public Resources Code Section 21081.6 (a) (1):

The public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation. For those changes which have been required or incorporated into the project at the request of a responsible agency or a public agency having jurisdiction by law over natural resources affected by the project, that agency shall, if so requested by the lead agency or a responsible agency, prepare and submit a proposed reporting or monitoring program.

Assembly Bill 3180 provides general guidelines for implementing mitigation monitoring and reporting programs (MMRPs). Specific reporting and/or monitoring requirements, which are to be enforced during project implementation, shall be defined prior to final approval of the proposal by the responsible decision maker(s). In response to established CEQA requirements and those of Assembly Bill 3180 (Public Resources Code Section 21000 et seq.), the proposed MMRP for the Wilshire BRT project shall be submitted for adoption by the decision makers prior to completion of the environmental review process. LACMTA, LADOT, and the Los Angeles County Department of Public Works (LACDPW) will use this MMRP to ensure compliance with mitigation measures associated with execution of the proposed project. Under each identified resource, the mitigation measure(s) identified in the Draft EIR/EA and the implementation and monitoring requirements are discussed. The implementation and monitoring requirements set forth in this MMRP are as follows:

- Party Responsible for Implementation of Mitigation;
- Implementation Phase;
- Party Responsible for Monitoring Activity;
- Monitoring Activity;
- Monitoring Period;
- Monitoring Frequency; and
- Outside Agency Coordination.

Mitigation is required to address significant or potentially significant impact(s) on the following issue areas:

- Traffic; and
- Construction.

Although impact(s) on the following resource areas are expected to be less than significant, mitigation is nonetheless proposed to ensure that any potential impact(s) remain less than significant:

- Air Quality; and
- Noise.

Table 5-1 presents the MMRP for the project proposed under Alternative A – Truncated Project Without Jut-out Removal.

Table 5-1: Mitigation Monitoring and Reporting Program

Mitigation Measure	Responsible Party	Implementation Phase	Monitoring Party	Monitoring Activity	Monitoring Period/Frequency	Outside Agency Coordination
<i>Traffic</i>						
<p>T-1:</p> <ul style="list-style-type: none"> Barrington Avenue/Wilshire Boulevard – The traffic signal at this intersection shall be modified to include a westbound “Protected plus Permitted” phase. By adding a “protected” left-turn phasing (a left-turn arrow), traffic operations can be improved and delay reduced, and the project impact at this location would be eliminated. Veteran Avenue/Wilshire Boulevard – The eastbound and westbound bus lanes from mid-block Veteran Avenue/Gayley Avenue to Sepulveda Boulevard would be eliminated. By eliminating the bus lanes along this segment of the project corridor and allowing other through vehicles into the curb lane, the project impact at this location would be eliminated. Westwood Boulevard/Santa Monica Boulevard – The southbound approach shall be restriped to add a second left-turn lane, and the southbound left-turn signal phasing shall be modified to “Protected” phasing. By adding a “protected” left-turn phasing, traffic operations can be improved and delay reduced, and the project impact at this location would be eliminated. Beverly Glen Boulevard/Olympic Boulevard – The traffic signal shall be modified to include a northbound “Protected plus Permitted” phase. By adding a “Protected plus Permitted” left-turn phasing (a left-turn arrow [and left 	LADOT	Prior to project operation	LADOT	<ul style="list-style-type: none"> Check plans for intersection reconfiguration Check that mitigation measures are implemented 	Once at completion of construction and prior to project operation	None

Table 5-1: Mitigation Monitoring and Reporting Program (Continued)

Mitigation Measure	Responsible Party	Implementation Phase	Monitoring Party	Monitoring Activity	Monitoring Period	Outside Agency Coordination
<i>Traffic (Continued)</i>						
<p>turners can also turn on green]) for heavy turning movements, traffic operations can be improved and delay reduced, and the project impact at this location would be eliminated.</p> <ul style="list-style-type: none"> • Sepulveda Boulevard/Pico Boulevard – The traffic signal shall be modified to include eastbound and southbound “Protected plus Permitted” phases. By adding a “Protected plus Permitted” left-turn phasing for heavy turning movements, traffic operations can be improved and delay reduced, and the project impact at this location would be eliminated. • Highland Avenue/3rd Street – The traffic signal shall be modified to include a westbound “Protected plus Permitted” phase. By adding a “Protected plus Permitted” left-turn phasing for heavy turning movements, traffic operations can be improved and delay reduced, and the project impact at this location would be eliminated. • Alvarado Street/6th Street – The traffic signal shall be modified to include eastbound and westbound “Protected plus Permitted” phases. By adding a “Protected plus Permitted” left-turn phasing for heavy turning movements, traffic operations can be improved and delay reduced, and the project impact at this location would be eliminated. 						

Table 5-1: Mitigation Monitoring and Reporting Program (Continued)

Mitigation Measure	Responsible Party	Implementation Phase	Monitoring Party	Monitoring Activity	Monitoring Period	Outside Agency Coordination
<i>Traffic (Continued)</i>						
<ul style="list-style-type: none"> • Highland Avenue/Wilshire Boulevard – The traffic signal shall be modified to include a westbound “Protected plus Permitted” phase. By adding a “Protected plus Permitted” left-turn phasing for heavy turning movements, traffic operations can be improved and delay reduced, and the project impact at this location would be eliminated. • Fairfax Avenue/Olympic Boulevard The traffic signal phasing shall be modified to improve efficiency, and an Adaptive Traffic Control System (ATCS) shall be installed at eight intersections on Olympic Boulevard between Fairfax Avenue and La Brea Avenue. The ATCS is a personal computer-based program that provides a fully responsive method to accommodate real-time (actual) traffic conditions. The expected benefit to traffic flow is a reduction in the volume-to-capacity (V/C) ratio of 0.03 at the eight upgraded intersections, which corresponds to a 7.5 second reduction in overall intersection delay. • La Brea Avenue/Olympic Boulevard – The traffic signal shall be modified to include an eastbound “Protected plus Permitted” phase. By adding a “Protected plus Permitted” left-turn phasing for heavy turning movements, traffic operations can be improved and delay reduced, and the project impact at this location would be eliminated. 						

Table 5-1: Mitigation Monitoring and Reporting Program (Continued)

Mitigation Measure	Responsible Party	Implementation Phase	Monitoring Party	Monitoring Activity	Monitoring Period	Outside Agency Coordination
Traffic (Continued)						
<ul style="list-style-type: none"> Highland Avenue/Olympic Boulevard – The traffic signal shall be modified to include a westbound “Protected plus Permitted” phase. By adding a “Protected plus Permitted” left-turn phasing for heavy turning movements, traffic operations can be improved and delay reduced, and the project impact at this location would be eliminated. Crenshaw Boulevard/Olympic Boulevard – ATCS shall be installed at six intersections along Olympic Boulevard between La Brea Avenue and Crenshaw Boulevard. The expected benefit to traffic flow is a reduction in the volume-to-capacity (V/C) ratio of 0.03 at the six upgraded intersections, which corresponds to a 7.5 second reduction in overall intersection delay. 						
Air Quality						
AQ-1: To the extent applicable and practicable, minimize, reuse, and recycle construction-related waste.	LADOT	During project construction	LADOT	<ul style="list-style-type: none"> Ensure that mitigation measure is carried out by construction team/ contractor 	Throughout project construction	None
AQ-2: Minimize grading, earth-moving, and other energy-intensive construction practices.	LADOT	During project construction	LADOT	<ul style="list-style-type: none"> Ensure that mitigation measure is carried out by construction team/ contractor 	Throughout project construction	None

Table 5-1: Mitigation Monitoring and Reporting Program (Continued)

Mitigation Measure	Responsible Party	Implementation Phase	Monitoring Party	Monitoring Activity	Monitoring Period	Outside Agency Coordination
<i>Air Quality (Continued)</i>						
AQ-3: To the extent applicable and practicable, replacement trees or landscaping shall be provided.	LADOT and LACDPW	During project construction	LADOT and LACDPW	<ul style="list-style-type: none"> Ensure that mitigation measure is carried out by construction team/contractor 	Throughout project construction	None
AQ-4: To the extent applicable and practicable, use solar power or electricity from power poles rather than temporary diesel power generators.	LADOT and LACDPW	During project construction	LADOT and LACDPW	<ul style="list-style-type: none"> Ensure that mitigation measure is carried out by construction team/contractor 	Throughout project construction	None
<i>Noise</i>						
N-1: To the extent applicable, practicable, and feasible, all noise-producing construction equipment and vehicles using internal combustion engines shall be equipped with mufflers, air-inlet silencers where appropriate, and any other shrouds, shields, or other noise-reducing features in good operating condition that meet or exceed original factory specification. Mobile or fixed “package” equipment (e.g., arc-welders, air compressors) may be equipped with shrouds and noise control features that are readily available for that type of equipment.	LADOT and LACDPW	During project construction	LADOT and LACDPW	<ul style="list-style-type: none"> Ensure that mitigation measure is carried out by construction team/contractor 	Throughout project construction	None
N-2: To the extent applicable, practicable, and feasible, electrically powered equipment shall be used instead of pneumatic or internal combustion powered equipment.	LADOT and LACDPW	During project construction	LADOT and LACDPW	<ul style="list-style-type: none"> Ensure that mitigation measure is carried out by 	Throughout project construction	None

Table 5-1: Mitigation Monitoring and Reporting Program (Continued)

Mitigation Measure	Responsible Party	Implementation Phase	Monitoring Party	Monitoring Activity	Monitoring Period	Outside Agency Coordination
<i>Noise (Continued)</i>						
				construction team/ contractor		
N-3: The use of noise-producing signals, including horns, whistles, alarms, and bells, shall be for safety warning purposes only.	LADOT and LACDPW	During project construction	LADOT and LACDPW	<ul style="list-style-type: none"> Ensure that mitigation measure is carried out by construction team/ contractor 	Throughout project construction	None
N-4: No project-related public address or music system shall be audible at any adjacent receptor.	LADOT and LACDPW	During project construction	LADOT and LACDPW	<ul style="list-style-type: none"> Ensure that mitigation measure is carried out by construction team/ contractor 	Throughout project construction	None
<i>Construction</i>						
<p>C-1: The City and County of Los Angeles shall prepare a traffic management plan to facilitate the flow of traffic during construction. The plan shall include the following:</p> <ul style="list-style-type: none"> Implement diversions/detours to facilitate traffic flow throughout the construction zones; Implement traffic control devices and flagmen/traffic officers, if possible, to maintain traffic flow throughout the construction zones; and Implement a public outreach/education program to inform the public about the planned construction process and encourage motorists to consider alternate travel routes. 	LACMTA, LADOT, and LACDPW	During project construction	LADOT and LACDPW	<ul style="list-style-type: none"> Ensure that a traffic mitigation plan is completed and implemented by construction team/ contractor Public outreach/education program to be implemented by LACMTA 	Throughout project construction	None

Table 5-1: Mitigation Monitoring and Reporting Program (Continued)

Mitigation Measure	Responsible Party	Implementation Phase	Monitoring Party	Monitoring Activity	Monitoring Period	Outside Agency Coordination
Construction (Continued)						
<p>C-2: The City and County of Los Angeles shall develop Worksite Traffic Control plans to accommodate required pedestrian and traffic movements. The plan shall include the following:</p> <ul style="list-style-type: none"> • Location of any roadway/lane or sidewalk closure; • Traffic detours and haul routes; • Hours of operation; • Protective devices and warning signs; and • Access to abutting properties. 	LADOT, and LACDPW	During project construction	LADOT and LACDPW	<ul style="list-style-type: none"> • Ensure that a worksite traffic control plan is completed and implemented by construction team/contractor 	Throughout project construction	None
<p>C-3: The City and County of Los Angeles shall develop a Construction Phasing and Staging Plan to minimize the inconvenience to businesses and motorists within the construction zones. The plan shall control the impacts of construction in any segment by limiting the areas that may be constructed at a particular time.</p>	LADOT, and LACDPW	During project construction	LADOT	<ul style="list-style-type: none"> • Ensure that a construction phasing and staging plan is completed and implemented by construction team/contractor 	Throughout project construction	None