Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 9, 2009

Dear Metro, Los Angeles City and Los Angeles County,

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

Virus, NIH, TB

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

Sincerely,

signature

contact address: Prschnabel@gmail.com phone: 310-367-5930

email

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 8, 2009

Dear Metro, Los Angeles City and Los Angeles County,

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

and will encourage more people to commute by public transportation

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

Sincerely,

signature

contact address: 90063 phone: (323) 640-1885

email ~~jovanna91@yahoo.com~~
Jovanna91@yahoo.com

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

08 de octubre, 2009

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

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

Podemos llegar al trabajo más rápido.

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

Sinceramente,

Josefa Moran de Leon
firma

domicilio: 4018 Budlong Ave, 90037 no° teléfono:

correo electrónico:

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

8 de octubre, 2009

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

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

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

Sinceramente,

firma

domicilio: 747 S. FORD BLVD #3 nº teléfono: 323 263 1326

correo electrónico:

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

8 de octubre, 2009

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

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

ME BENEFICIA EN LLEGAR MAS RAPIDO A MI DESTINO

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

Sinceramente,

firma

domicilio: CENTINEL AVE APT 1 no° teléfono: 310 572 7903

correo electrónico:

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

8 de octubre, 2009

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

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

Personas q utilizamos este medio de transporte la beneficiara en ahorro de tiempo

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

Sinceramente,

[signature]
firma

domicilio: 972 Glenegales Pomona no° teléfono: (323) 503-0905

correo electrónico:

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

06 de octubre, 2009

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

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

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

Sinceramente,

Santos Aceytuno
firma

domicilio: 669 S. Union no° teléfono:

correo electrónico:

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 6, 2009

Dear Metro, Los Angeles City and Los Angeles County,

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

FAST TRAVEL AND TO REDUCE POLLUTION DUE TO THE INDIVIDUAL CARS.

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

Sincerely,

Fernando N. Aranda
signature

contact address: ATUAZTLAN@PEOPLEPC.COM phone:
email 90028

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 6, 2009

Dear Metro, Los Angeles City and Los Angeles County,

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

Will Help Get Work on Time.

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

Sincerely,

signature

contact address: 1788 W. 37th St phone: (323) 865.1308

email FrankJrDixon@yahoo.com

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

6 de octubre, 2009

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

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

Mucho trafico

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

Sinceramente,

Araceli Martinez
firma

domicilio: 90020 no° teléfono:

correo electrónico:

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 26, 2009

Dear Metro, Los Angeles City and Los Angeles County,

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

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

Sincerely,

signature

contact address: 2957 W. 15TH ST. phone: (213) 392-4212

email peterreef@hotmail.com

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 6, 2009

Dear Metro, Los Angeles City and Los Angeles County,

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

The city of Los Angeles needs something like this to help the community. Creating a more efficient way to travel is very helpful. Not only will it benefit us, the public, but also help the environment.

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

Sincerely,

signature

contact address: 4254 Van Buren Pl LA CA 90037 phone: 323-501-4794

email martygraness@yahoo.com

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 06, 2009

Dear Metro, Los Angeles City and Los Angeles County,

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

I SUPPORT THE BUS ONLY LANE ON WILSHIRE BECAUSE I FEEL IT WILL GET ME TO AND FROM WORK QUICKER

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

Sincerely,

signature

contact address: 743 CARONDELET ST #13 LA, CA 90057 phone: 424-224-1751

email SMITHERROL32@YAHOO.COM

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 6, 2009

Dear Metro, Los Angeles City and Los Angeles County,

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

Good Idea

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

Sincerely,

signature

contact address: P.O. Box 61358 phone: 323 385-8671

email

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

3 de octubre, 2009

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

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

Es importante empujar este proyecto y me ayudaría mucho

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

Sinceramente,

Jose Reyes

firma

domicilio: 3675 LanFranco St. no° teléfono: (323) 264 6844

correo electrónico: reyes31@univision.com

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

1039 de octubre, 2009

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

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

quisiera gueno Paren este Prallecto
porque yo nesesito quelo realisen

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

Sinceramente,

Miguel
firma

domicilio:_____ no° teléfono: 323) 381 99 38

correo electrónico:_____

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

3 de octubre, 2009

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

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

Apoyo a este carril porque lo ocupo mucho es mejor que sea para solo autobus.

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

Sinceramente,

firma

domicilio: 1416 Brockton no° teléfono: (323) 251 7732

correo electrónico:

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 3, 2009

Dear Metro, Los Angeles City and Los Angeles County,

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

I am a regular bus riden Do the changes Sometimes it's hard to get to your destination on time when there's a Hell out of trafic. It will benefit a lot of passangers!!!

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

Sincerely,

Laura Armas

signature

contact address: 90040

phone:

email lauraarmas@att.blackberry.net

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

_____ de octubre, 2009

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

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

tomo este adobos como para hir ala escuela

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

Sinceramente,

Gustavo Martinez
firma

domicilio: 680 S Catalina St. no° teléfono: (213) 380 5498

correo electrónico: _____

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 3, 2009

Dear Metro, Los Angeles City and Los Angeles County,

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

BUSS ARE TOO SLOW

BUS 30-31-18-257-51-61-26

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

Sincerely,

signature

contact address: P.O. B 331271 L.A. 90033, CALIF

phone:

email

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 8, 2009

Dear Metro, Los Angeles City and Los Angeles County,

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

I do agree — Highway is too crowded.

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

Sincerely,

signature _____

contact address: _____ phone: _____

email _____

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

10 de octubre, 2009

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

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

Necesitamos mas buses y menos tiempo para llegar a nuestro trabajo o casa

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

Sinceramente,

Reina Andrade

firma

domicilio: 307 N Kenmore Av. LA CA 90004 no° teléfono: 323 6638365

correo electrónico:

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 9, 2009

Dear Metro, Los Angeles City and Los Angeles County,

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

until there is a subway to the ocean, it seems to me this is a good solution. thank you for your consideration.

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

Sincerely,

signature

contact address: 1645 S. Haywoorth L.A. 90035 phone:

email

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

8 de octubre, 2009

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

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

Es Muy bueno este Proyecto.

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

Sinceramente,

firma

domicilio: 483 S Roxbury dr. no° teléfono: 323 272 8905

correo electrónico:

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

23 de octubre, 2009

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

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

El eutobus nos ayuda allegar a nuestros trabajos a nuestros agares ya que la gasolina esta muy cara y la economia esta afectandonos

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

Sinceramente,

Rosalba Fierros
firma

domicilio: 6375. Alhati A no° teléfono: (323) 490 6149

correo electrónico: _____

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

3 de octubre, 2009

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

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

Me beneficiaria mas por el trabajo. que que quizas de ese modo me acortaria el tiempo.

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

Sinceramente,

firma

domicilio: 680 Withmer no° teléfono:

correo electrónico:

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

3 de octubre, 2009

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

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

Me gustaria que esta Avenida sea mas limpia de autos, para poder transitar con mayor rapidez - tanto con el autobus asi como Bike.

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

Sinceramente,

firma

domicilio: 137 Soaford Ave no° teléfono: 213 270 6917
correo electrónico: funeurbautista@yahoo.com

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

03 de octubre, 2009

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

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

Yo nesesito el medio de Trans Porte de Los Base Porque Yo me muevo asi mitraBajo yotra Bajo de noche Para mies muiutil

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

Sinceramente,

ElBer Linares
firma

domicilio: 637 Samalia no° teléfono: (323) 4906149

correo electrónico:

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 3, 2009

Dear Metro, Los Angeles City and Los Angeles County,

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

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

Sincerely,

Sandra Gonzalez.
signature

contact address: 1217 Glenncross phone: (323) 215. 2419
email

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 3, 2009

Dear Metro, Los Angeles City and Los Angeles County,

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

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

Sincerely,

signature

contact address: 90073 phone (310) 478-3711

email

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

8 de octubre, 2009

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

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

llegaria mas rapido a lugar de mi empleo y ahorraria tiempo para hacer otra cosa en casa

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

Sinceramente,

firma

domicilio: 1149 S. Alvarado St. no° teléfono: 213-300 66 45

correo electrónico:

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October _____, 2009

Dear Metro, Los Angeles City and Los Angeles County,

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

I could reach to work faster.

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

Sincerely,

signature

contact address: Normandie & 3rd St. phone: 4054121601

email carpeclem32@gmail.com

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

9 de octubre, 2009

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

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

Nesesitamos mas Autobuses Para poder ir al trabajo mas rapido y se de mejor servicio y se pague menos la tarifa es servicio Para todos

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

Sinceramente,

firma

domicilio: Grawio 840 no° teléfono: 2139487048

correo electrónico:

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 8, 2009

Dear Metro, Los Angeles City and Los Angeles County,

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

The flow of traffic would save time, also others on the street will be safer.

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

Sincerely,

signature

contact address: 1309 14th Street SM, CA 90401 phone:

email travisstegora2@yahoo.com

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

8 de octubre, 2009

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

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

EL SERVICIO SERIA MAS RAPIDO

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

Sinceramente,

JORGE LOPEZ
firma

domicilio: 3731 SAWTELL BLVD L.A. CA no° teléfono:

correo electrónico:

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

3 de octubre, 2009

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

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

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

Sinceramente,

firma

domicilio: 90022 no° teléfono:

correo electrónico:

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 3, 2009

Dear Metro, Los Angeles City and Los Angeles County,

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

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

Sincerely,

J. Montgomery

signature

contact address: 713 E. 5th St phone: 213 614-0249

email MelchizedekMINFester@gmail.com

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

6 de octubre, 2009

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

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

me gustaría que pusieran este Carril porque Me axudara Para mi trabajo

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

Sinceramente,

Jorge
firma

domicilio: 531 S. Berendo no° teléfono: X

correo electrónico: 90020

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

6 de octubre, 2009

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

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

Creo que es muy necesario pues reduciria el trafico y contaminacion, y el tiempo que pasamos en el autobus.

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

Sinceramente,

Miguel A M
firma

domicilio: 400 S Normandie 90020 nº teléfono:

correo electrónico:

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

6 de octubre, 2009

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

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

Creo que nos benefia bastante porque nos ahorraria mucho para llegar a tiempo a nuestro destino.

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

Sinceramente,

firma

729.
domicilio: Normandie 90005 no° teléfono: (323) 449-5675
correo electrónico: bj-1984@live.com

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 8, 2009

Dear Metro, Los Angeles City and Los Angeles County,

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

People would [illegible] destinations [illegible]

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

Sincerely,

signature

contact address: [illegible] Atlantic phone [illegible]

email

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

8 de octubre, 2009

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

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

Creo que es un buen Proyecto porque Tendremos menos contaminacion y mejor medio ambiente y mas mejor manera de viajar en autobus

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

Sinceramente,

firma

domicilio: 1312 Ingratham st no° teléfono: 323-709-7481
correo electrónico: Fidelcisneros1985@Hotmail

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 8, 2009

Dear Metro, Los Angeles City and Los Angeles County,

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

I REALLY RECOMEND THIS BRILLIANT IDEA TO HELP THE POPULLATION IN ~~AND~~ TRANSPORTATION. IT WILL GET YOU FROM POINT A TO POINT B ON TIME. NO TRAFFIC.

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

Sincerely,

Lompaha Anderson

signature

contact address: 325 N. WESTERN AVE 90025 phone: (323) 213-1281

email

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 8, 2009

Dear Metro, Los Angeles City and Los Angeles County,

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

I think it's a good, I dea because if we have our own lanes we won't affect traffic so much and we will have nobody in front of us.

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

Sincerely,

Signature

contact address: 1325 N. WESTERN AVE 90025 phone (323) 213-1281

email

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 8, 2009

Dear Metro, Los Angeles City and Los Angeles County,

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

I Think it would be more convient for the Bus riders and more people would want to take the bus

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

Sincerely,

Joe Walker

signature

contact address: 830 LAVETA TERR LA CA 90026 phone: 323-967-8416

email DONALD-125@Hotmail

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

8 de octubre, 2009

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

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

Esta bien porque hay veces que mucho tiempo espero el autobus y no hay.

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

Sinceramente,

firma

domicilio: Calle 8a y Granada no° teléfono:

correo electrónico:

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 9, 2009

Dear Metro, Los Angeles City and Los Angeles County,

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

Its Better for all people.

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

Sincerely,

signature

contact address: Vermont and Washington 90006 phone: (323) 9448278

email AOSTSLAYER1981@Hotmail.com

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 8, 2009

Dear Metro, Los Angeles City and Los Angeles County,

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

Faster Commute, more convenient for bus riders if there is a dedicated lane

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

Sincerely,

signature

contact address: Sherman Way & Sepulveda LA 91406 (Van Nuys) phone: 818 731 9718

email

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 8, 2009

Dear Metro, Los Angeles City and Los Angeles County,

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

Commute Hour traffic would greatly improve. and would Help the Buses From Being over Crowded

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

Sincerely,

Keenan Thomas

signature

contact address: 1818 S. Oxford #5 phone: 323-766-8482

email KThomas@Earthling.Net

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 8, 2009

Dear Metro, Los Angeles City and Los Angeles County,

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

I think that it would be useful for the People and it would be a great help for the passenger when they commute and get on time.

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

Sincerely,

signature

contact address: 827 S. Kenmore Ave #3 phone: 213) 387-3052

email roxy444.love@yahoo.com

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

7 de octubre, 2009

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

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

~~esto~~ estoy deacuerdo com el Proyecto

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

Sinceramente,

firma

domicilio: 911 Est 45 no° teléfono: 323-232 6450

correo electrónico:

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

7 de octubre, 2009

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

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

esta vien porque asi todas las personas pueden yegar atiempo a su travajo eso esta vien,

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

Sinceramente,

Jose Barrera
firma

domicilio: 2115 Berendos St Apt 6 no° teléfono:
correo electrónico: 90004

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

7 de octubre, 2009

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

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

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

Sinceramente,

firma

domicilio: 400 S. Westlake no° teléfono: 323 972 8270

correo electrónico:

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

7 de octubre, 2009

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

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

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

Sinceramente,

Laura Leonardo
firma

domicilio: 1122 SO MENDO AV. no° teléfono: 213-388-6935

correo electrónico:

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 7, 2009

Dear Metro, Los Angeles City and Los Angeles County,

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

I would like to participate in positive stuff. and we all need clean quality air. I work and take the bus on wilshire daily.

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

Sincerely,

signature Jose Luis Vargas

contact address: 757 S. New Hampshire 201 phone: (213) 738-5783
email wworld4us@aol.com

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 7, 2009

Dear Metro, Los Angeles City and Los Angeles County,

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

It benefits me very mucho. I use this line everyday to go to work. and it would save me alot of time.

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

Sincerely,

Leonardo Villanueva
signature

contact address: 90057 phone:

email

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

12 de octubre, 2009

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

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

tambien otras Avenidas como la Normandie

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

Sinceramente,

Francisco Juárez
firma

domicilio: 433 Union Dr. # 406
Los Angeles Ca 90017
no° teléfono:
correo electrónico:

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

12 de octubre, 2009

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

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

Gracias por preocuparse, por que nuestro tiempo en el Auto Bus sea mas corto.

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

Sinceramente,

Silvia Martinez

firma

domicilio: 241 S. AU 57 L.A no° teléfono: 213) 842-9605

correo electrónico:

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 12, 2009

Dear Metro, Los Angeles City and Los Angeles County,

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

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

Sincerely,

signature

contact address: phone:

email cvt31210@earthlink.net

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

12 de octubre, 2009

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

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

MI COMENTARIO ES QUE PONGAN MAS AUTOBUSES A LAS HORA PICO

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

Sinceramente,

GARCIA

firma

domicilio: 241 S. HORMANDIE 90004 no° teléfono: 213-828 1585

correo electrónico:

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

12 de octubre, 2009

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

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

A mi como persona me ayudaria mucho.

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

Sinceramente,

Rosalia Sosa
firma

domicilio: 396 Puerco Cyn Malibu CA. no° teléfono: (310) 317-8734

correo electrónico:

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

12 de octubre, 2009

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

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

En lo personal. me beneficia este Projecto. porque siempre viajo en la calle wilshire y es mucho trafico que al para mi se termina un gran problema de tiempo para llegar en mi trabajo.

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

Sinceramente,

firma

domicilio: 2042 Holt Ave 2 no° teléfono: 310 837 7965

correo electrónico:

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

12 de octubre, 2009

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

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

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

Sinceramente,

Oscar Elvarez
firma

domicilio: 320 Manta Haan 207 A ~~no~~ teléfono: 213 839 00 81
correo electrónico:

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 12, 2009

Dear Metro, Los Angeles City and Los Angeles County,

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

As many people depend on Public Transportation it is essential to ~~be~~ have access to all sites in Los Angeles like the East West South and North. A great service would be provided for those less fortunate like myself

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

Sincerely,

Pearl Moran

signature

contact address: 2525 E. 2nd St phone: (323) 261-0815

email ~~[illegible]~~ prlamoran771@sbcglobal.net

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

8 de octubre, 2009

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

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

Me va a Venediciar demasiado para trasportame a mi trabajo o cualquier otra emergencia.

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

Sinceramente,

ANA perez
firma

domicilio: 918 Ozone Ave. apto D teléfono: (310) 392-5460

correo electrónico:

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 12, 2009

Dear Metro, Los Angeles City and Los Angeles County,

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

More faster way around

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

Sincerely,

signature

contact address: phone:

email ~~[illegible]~~ BrooklynChick77@yahoo.

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 12, 2009

Dear Metro, Los Angeles City and Los Angeles County,

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

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

Sincerely,

signature

contact address: phone: (323) 563-0951

email MTBURNS-SECURITY@hotmail.com

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 11, 2009

Dear Metro, Los Angeles City and Los Angeles County,

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

Un solo carril para el autobus sera genial y ayudara a miles de personas. La personas tomaran menos tiempo a llegar a su destino. Lo más importante que cuidaremos nuestro estado, mucho menos contaminacion.

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

Sincerely,

signature

contact address: 1040 E 52nd St LA CA 90011 phone: (323) 901 1532

email

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

8 de octubre, 2009

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

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

ES BUENO Para Todos

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

Sinceramente,

Marcos Rodriguez
firma

domicilio: 90011 no° teléfono:

correo electrónico:

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

08 de octubre, 2009

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

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

uso los autobuses cada dia por eso va ayuder mucho. y menos contaminación.

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

Sinceramente,

Manuela Tlatenchi
firma

domicilio: 4504 Eastmore Ave, LA, 90022 no° teléfono:

correo electrónico:

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 28, 2009

Dear Metro, Los Angeles City and Los Angeles County,

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

Better Travel Time & air quality.

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

Sincerely,

signature

contact address: 6 East L.A. 90022 phone: 323. 269. 1904

email Jaythe Blade JR @ gmail.com

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 8, 2009

Dear Metro, Los Angeles City and Los Angeles County,

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

This would benefit me getting to school & to work faster.

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

Sincerely,

Yessica G

signature

contact address: 470 Wyman ave L.A 90022 phone: (323) 919-5683

email yessica99@sbcglobal.net

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 08, 2009

Dear Metro, Los Angeles City and Los Angeles County,

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

This project will make buses faster than cars. This aspect will help motivate people to ride the bus instead of drive.

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

Sincerely,

signature

contact address: 625 Landfair Ave. LA, CA 90024 phone: (424)208-9843

email zzz5000zx@hotmail.com

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 8, 2009

Dear Metro, Los Angeles City and Los Angeles County,

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

5yr. Every day after work I have to pick up my son from school and I'm ~~all~~ always late. If we had our own bus lane I would get there on time.

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

Sincerely,

signature

contact address: (626)-798-7652 phone:

email

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 8, 2009

Dear Metro, Los Angeles City and Los Angeles County,

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

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

Sincerely,

Jonathan Fischbach
signature

contact address: 400 S. Hobart Blvd phone: 213-568-3468
email laccfischbach2001@yahoo.com

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

08 de octubre, 2009

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

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

Que más personas usen los autobuses y menos carros y contaminación

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

Sinceramente,

Santana Escobar
firma

domicilio: 2819 East 6th St., LA, 90023 no° teléfono:

correo electrónico:

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

12 de octubre, 2009

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

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

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

Sinceramente,

Ramon Avila

firma

domicilio: 1246 Hicks Av. LA Ca 90023 no° teléfono: (323) 2693487

correo electrónico: Ramonle@Hotmail.Com

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

12 de octubre, 2009

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

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

Porque es la mejor manera de llega mas rrapido

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

Sinceramente,

Zoila Perez
firma

domicilio: 1125 W Gage Ave no° teléfono: 323 750-7114
323 750-7114
correo electrónico:

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 13th, 2009

Dear Metro, Los Angeles City and Los Angeles County,

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

It took me more than 2 hours in rash time It is waster time This program also against here more cars in here.

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

Sincerely,

Scarlett yang
signature

contact address: 517 C Chanham Monterey Park phone: 626 115736
email Scarlett yangli@yahoo.com.cn

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

12 de octubre, 2009

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

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

la razon porque todos lo nesesitamos y llegariamos mas rapido al trabajo o cualquier lugar.

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

Sinceramente,

Adrian T. B.
firma

domicilio:_____ no° teléfono:_____

correo electrónico:_____

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 12, 2009

Dear Metro, Los Angeles City and Los Angeles County,

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

I believe this project is good for all the people that commutes from further down Wilshire to Santa Monica. I hope this project will materialize as soon as possible. Thank you

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

Sincerely,

signature

contact address: 8333 14th St. Buena Park CA phone: 714 388 5247

email lilian_c_alonso@yahoo.com.ph

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

12 de octubre, 2009

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

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

es mi medio de TRANSPORTE URGENTE!

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

Sinceramente,

Marta Carrera
firma

domicilio: 542 N Normandie no° teléfono:

correo electrónico:

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

12 de octubre, 2009

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

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

Por la atencion muchas gracias!
pues, urge "esa" medida; y mi forma de transporte.

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

Sinceramente,

Gladis Avilés
firma

domicilio: albarado y pico no° teléfono: (323) 552 8540

correo electrónico:

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 12, 2009

Dear Metro, Los Angeles City and Los Angeles County,

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

por que es mi tranporte

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

Sincerely,

Graciela Elizondo
signature

contact address: 42201 W 1st St phone:
email [illegible] 09/12/09 9000 4

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

12 de octubre, 2009

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

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

Apoyo esta iniciativa porque considero que hay que promover el transporte público en ciudades relativamente densas en población.

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

Sinceramente,

firma

domicilio: 12022 Spring St, Norwalk, CA, 90650 no° teléfono: (562) 864-9140

correo electrónico: mtejadasarria@yahoo.es

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 12, 2009

Dear Metro, Los Angeles City and Los Angeles County,

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

It's a great way to help out the environment - and it will also help us get to our destinations on time.

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

Sincerely,

signature

contact address: phone: 213)399-1339

email

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

8 de octubre, 2009

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

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

YA MAS RAPIDO LA LLEGADA AMI TRABAJO

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

Sinceramente,

M López

firma

domicilio: 625 S. Berlinthox no° teléfono: 213-989 0426

correo electrónico:

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 9, 2009

Dear Metro, Los Angeles City and Los Angeles County,

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

I am dependent on the bus to get to work.

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

Sincerely,

signature

contact address: 2621 Somerset Dr 90016 phone: (323) 346-8889

email mdk1262000@yahoo.com

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 8, 2009

Dear Metro, Los Angeles City and Los Angeles County,

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

I completely agree!

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

Sincerely,

RStutsman

signature

contact address: phone:

email rastuts@gmail.com

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 7, 2009

Dear Metro, Los Angeles City and Los Angeles County,

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

get traffic moving swiftly during peak hours (~~Bus~~) (Buses)

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

Sincerely,

signature

contact address: 1475 S. LA Cienega, Los Angeles . CA . 90035 phone:

email al-diaz38@Yahoo.com

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

08 de octubre, 2009

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

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

Porque vemos a llegar más rapidó adónde al destino.

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

Sinceramente,

Lydia Calderon
firma

domicilio: 685 Sur Ingraham, Los Angeles, 90017 no° teléfono:

correo electrónico:

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 8, 2009

Dear Metro, Los Angeles City and Los Angeles County,

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

If you need to get to work, you'll get there faster and we'll save time. Company will save money, because more people will ride the bus

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

Sincerely,

signature

contact address: 11664 National Blvd., LA, 90064 phone:

email

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

8 de octubre, 2009

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

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

Yo como pasajero me ayudara mucho porque seducira los autos en las calles y quiero que empuyen para tener estos carriles.

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

Sinceramente,

firma

domicilio: 8538 eglise Ave 90660 no° teléfono:

correo electrónico:

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

8 de octubre, 2009

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

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

Estro me ayuda para cuando voy al trabajo

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

Sinceramente,

Mercedes B. García
firma

domicilio: Wilmer y 6st no° teléfono: 2502160 (213)

correo electrónico:

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

8 de octubre, 2009

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

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

Me beneficiaria porque seria mas rapido llegar a mi destino y mas eficiensia en trafico y menos contaminasion

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

Sinceramente,

firma

domicilio: 4625 Alvarado St. #20 no° teléfono: (323) 773-1981

correo electrónico:

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 8, 2009

Dear Metro, Los Angeles City and Los Angeles County,

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

I think is good I dip to support this project for all of us. the reason is because every one is going to be faster to go out where you go

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

Sincerely,

signature

LA CA 90066

contact address: 4240 Centinela Ave #1 phone (310) 572-7903

email

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

15 de octubre, 2009

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

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

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

Sinceramente,

firma

domicilio: 315 W. Ave 38 #102 90065 no° teléfono: 323-224-5572

correo electrónico:

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

15 de octubre, 2009

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

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

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

Sinceramente,

ELMER HERRERA
firma

domicilio: 640 N. OXFORD C.A no° teléfono: 323 237 6397

correo electrónico: _____

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 15, 2009

Dear Metro, Los Angeles City and Los Angeles County,

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

It would undoubtedly help the Regular Users of Public Trans — if anyone really cares.

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

Sincerely,

signature

contact address:_____ phone:_____

email_____

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 15, 2009

Dear Metro, Los Angeles City and Los Angeles County,

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

I support this project, I am a bus rider I take the bus every day.

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

Sincerely,

Imogene Cain
signature

contact address: P.O. Box 78296 LA Ca 90016 phone:

email

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

15 de octubre, 2009

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

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

Me ayuda porque tomo todos los dias esta calle.

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

Sinceramente,

Pedro Aguilar
firma

domicilio:_____ no° teléfono: (323) 8722884

correo electrónico:_____

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 15, 2009

Dear Metro, Los Angeles City and Los Angeles County,

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

it helpME cut down time geting to Destination faster I think its a Great Idea I am toddly for it

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

Sincerely,

[signature] R. Edwards

signature

contact address: 1626 N Wilcox Ave Apt #453 Los Angeles CA 90028 phone: (213) 381-6361

email Success.2009@Hotmail.Com

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 15, 2009

Dear Metro, Los Angeles City and Los Angeles County,

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

good benefits, thinking about the problems facing traffic & global warming.

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

Sincerely,

Julian de los Santos
signature

contact address: 933 S. Lorena St phone: (323) 490-3332
email junior20490@aol.com

Subject: I have a question about the Wilshire Bus Rapid Transit (BRT) Project Study
Date: Friday, October 16, 2009 4:13 PM
From: Webmaster <RSC_Webmaster@metro.net>
To: WilshireBRT WilshireBRT@metro.net

---

firstName: Janet
lastName: Reichmann
organization: Comstock Hills Homeowners Assoc.
emailAddress: jreichmann@comstockhills.com
streetAddress: 1429 Comstock Ave.
city: Los Angeles
state: Ca.
zipCode: 90024
Date: Friday, October 16, 2009
Time: 04:13:13 PM

comments:

I oppose a dedicated bus lane on Wilshire between Comstock Ave and Selby. This is a stretch of all residental apts. and condos where buses currently run smoothly. Removing lanes of traffic for other vehicles during rush hour would suddenly make a good traffic flow a jammed mess. With no ingress and egress from the buildings who have no alleys, it further exacerbates the problem. I do not oppose the BRT where it makes sense. But Comstock to Selby is a terrible waste of money and will create complete chaos. As it is, buses now speed along. The danger to pedestrians trying to cross will increase and bicycles will be in harms way. Please exempt this stretch of Wilshire on the Westside.

Subject: Wilshire BRT comments
Date: Tuesday, October 20, 2009 5:10 PM
From: Annette Colfax <colfaxconsulting@earthlink.net>
To: WilshireBRT WilshireBRT@metro.net
Cc: councilman.rosendahl@lacity.org councilman.rosendahl@lacity.org

Dear Martha -

I live in Brentwood and fully support the bus lane/BRT down Wilshire!

Wilshire traffic simply crawls. We need dedicated lanes to allow buses to travel faster and carry more people. This project will also help make bus operations more efficient and cost effective. It is a win for the bus rider and for the tax payer.

The project has my full support.

Annette

Annette Colfax

310.395.1398

306 Avondale Avenue
Los Angeles, CA 90049-3604
mobile: 818.223.1882

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, REGIONAL PLANNING
IGR/CEQA BRANCH
100 MAIN STREET, MS # 16
LOS ANGELES, CA 90012-3606
PHONE: (213) 897-6696
FAX: (213) 897-1337

2106

Flex your power!
Be energy efficient!

IGR/CEQA No. 090934AL, NOP
Wilshire Bus Rapid Transit (BRT) Project
Vic. LA-405 / PM 31.54
SCH # 2009091094

October 20, 2009

Ms. Martha Butler
Los Angeles County MTA
One Gateway Plaza
Los Angeles, CA 90012

Dear Ms. Butler:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed project is intended to improve bus passenger travel times, service reliability, and ridership of the existing Wilshire BRT system, and encourage a shift from automobile use to public transit through a number of general improvements.

The project is a 9.6 miles of peak period curbside bus lanes. Regional access to the Wilshire corridor is provided by a large number of intersecting streets, including the San Diego Freeway (Interstate 405). We would like the lead agency to include a bus impact analysis.

In your bus impact analysis, we recommend that the following items related to bus traffic be evaluated /considered, where applicable:

1. Please include a discussion of any potential bus lane physical modification to freeway ramps and a discussion for the proposed increase in transit bus signal priority timing from 10% to 15% of the signal cycle affect intersections near freeway ramps and impact vehicle access entering/existing the I-405.

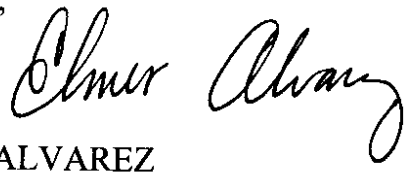
2. We would also like to know if re-stripping/narrowing of mixed-flow lanes and bus priority over automobile traffic result in reduced speeds and queuing on Wilshire Blvd. that could impede access for the I-405 ramps and back traffic up onto the freeway.

3. Any modification to State transportation facilities need to be coordinated with Caltrans.

We look forward to reviewing the traffic study. We expect to receive a copy from the State Clearinghouse when the DEIR is completed. However, to expedite the review process, and clarify any misunderstandings, you may send a copy in advance to the undersigned.

If you have any questions or issue about our comment, please feel free to contact me at (213) 897-6696 or Alan Lin the project coordinator at (213) 897-8391 and refer to IGR/CEQA No. 090934AL.

Sincerely,



ELMER ALVAREZ
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse

Subject: I support Wilshire's Bus-only lanes
Date: Tuesday, October 20, 2009 12:26 PM
From: Dan Wentzel <danrwentzeljr@yahoo.com>
To: WilshireBRT WilshireBRT@metro.net

Dear Metro,

Having lived in London I have experienced that bus-only lanes are a vital part of mass transit in a world-class metropolitan city. This project is in no way a substitute for the Westside subway extension, but a wonderful compliment to it.

The golden age of the "car culture" is long over. We need to think in terms of moving people, not vehicles. A single-occupancy automobile can no longer have the same priority as a bus or streetcar carrying 50-100 people. When planning transportation, please use models that measure moving people and not merely vehicles.

I enthusaistically approve of your plans to create bus-only lanes on Wilshire. My only hope is that they also come to Santa Monica Blvd., Pico Blvd., Fairfax Blvd., Hollywood Blvd., Sunset Blvd., Ventura Blvd. and Van Nuys Blvd. also as soon as possible.

Best regards,

Dan Wentzel

(310) 413-8653

danrwentzeljr@yahoo.com

Subject: I have a question about the Wilshire Bus Rapid Transit (BRT) Project Study
Date: Tuesday, October 20, 2009 1:24 PM
From: Webmaster <RSC_Webmaster@metro.net>
To: WilshireBRT WilshireBRT@metro.net

---

firstName: Danila
lastName: Oder
organization:
emailAddress: doder@usc.edu
streetAddress: 530 S. Kingsley Dr #402
city: Los Angeles
state: CA
zipCode: 90020
Date: Tuesday, October 20, 2009
Time: 01:24:46 PM

comments:

The proposed intensification of traffic will push slower car traffic onto 6th and 8th streets east of Fairfax, and in turn make biking on those streets more hazardous.

For this reason, I strongly suggest that a plan for a parallel bike route be coordinated with construction, including bike signage and distribution of brochures and other info to bike riders who use connecting buses, especially the Wilshire lines.

Subject: <no subject>
Date: Tuesday, October 20, 2009 11:02 PM
From: gerald pass <gerald_j_pass@hotmail.com>
To: WilshireBRT WilshireBRT@metro.net
Cc: kenru@gmail.com kenru@gmail.com, darrell@dclarke.org darrell@dclarke.org

10-20-09

To Merto.net:

Dear Sir/Madam,

As a car driver, who sometimes drives on Wilshire, and who would like to take a subway instead; I think the idea of closing off some Wilshire's lanes for **BUSES** even **BEFORE** the subway under that busy thoroughfare is built is just plain crazy. Purely for traffic flow purposes, you would probably be better off double decking the boulevard for express traffic (including the "rapid" buses), **IN ADDITION TO** building the subway, **FIRST** of course. If such a surface-level bus-lanes scheme is ever implemented, the drivers, such as myself (and virtually every other one who uses Wilshire) would be crazed with anger, not being able to go more than 5 or 6 (rush hour) miles an hour, net, **AND NOT HAVING A SUBWAY AS AN ALTERNATIVE EITHER**. For what? So buses will be able to have an exclusive place to themselves at "our expense"?

Please note that the double-decking concept is not all that farfetched though. Take, for example, the city of Guanghzhou, in China. I am familiar with it, however there may well be other cities of its size in China (it's about 7 million in population) that have a similar system of dealing with street traffic. There, where there's a major street with excessive traffic, the larger, more important streets often get double-decked to allow for better traffic flow. In addition, Guangzhou beats L. A. in total subway mileage by a lot. Even though L. A. isn't in a "developing" country, it's well known that our city's car population grows ever bigger each year. Perhaps L.A.'s "bus riders" group just doesn't realize it as a fact.

Just as a coincidence, Guangzhou is also L. A.'s sister city in mainland China.

The reality, of course, disallows for any double-decking traffic solution here. Too bad, huh?

#1 You (as well as the respective municipalities) will probably not ever have enough money to build it under the present taxing and public money allocation systems.

#2 Even if you did have enough, NIMBY's in the commercial districts along Wilshire would never stand for such a thing in their "front yards".

---- G. J. Pass, L. A.

Subject: Wilshire BRT scoping comments
Date: Tuesday, October 20, 2009 10:11 PM
From: Kent Strumpell <kentstrum@aol.com>
To: WilshireBRT WilshireBRT@metro.net
Cc: Barbara Filet barbarafilet@earthlink.net, Goldsmith, Lynne GoldsmithL@metro.net, Ryan Snyder ryansnyder@ca.rr.com, Joe Linton linton.joe@gmail.com

Comments regarding the EIR scoping for the Wilshire BRT.

1. Due to the operational compromises of curbside bus-only lanes, the benefits and challenges of center lanes and stations should be thoroughly evaluated.

2. The impact of bus-only lanes on cyclists should be evaluated. Wilshire Blvd. is one of the most destination-rich corridors in the city. Even if Wilshire does not include bicycle facilities in its roadway design, cyclists will still have the need to travel there to reach destinations. Plus they will always have the legal right to ride on Wilshire. The EIR should address opportunities for this project to help Wilshire better serve the needs of cyclists.

3. An alternative that includes curbside bike lanes and center/median BRT lanes and stations should be evaluated.

4. An alternative that allows bicycles to access curbside bus-only lanes should be evaluated, especially to identify ways to minimize bus-bicycle conflicts at stops. This should include the evaluation of bypass lanes for bicycles so they are able to travel around buses stopped at stations.

Kent Strumpell

Kent Strumpell

Affiliations:
City of Los Angeles Bicycle Advisory Commitee
Los Angeles County Bicycle Coalition, Board Member
310-215-0114
kentstrum@aol.com
6483 Nancy St.
Los Angeles, CA 90045

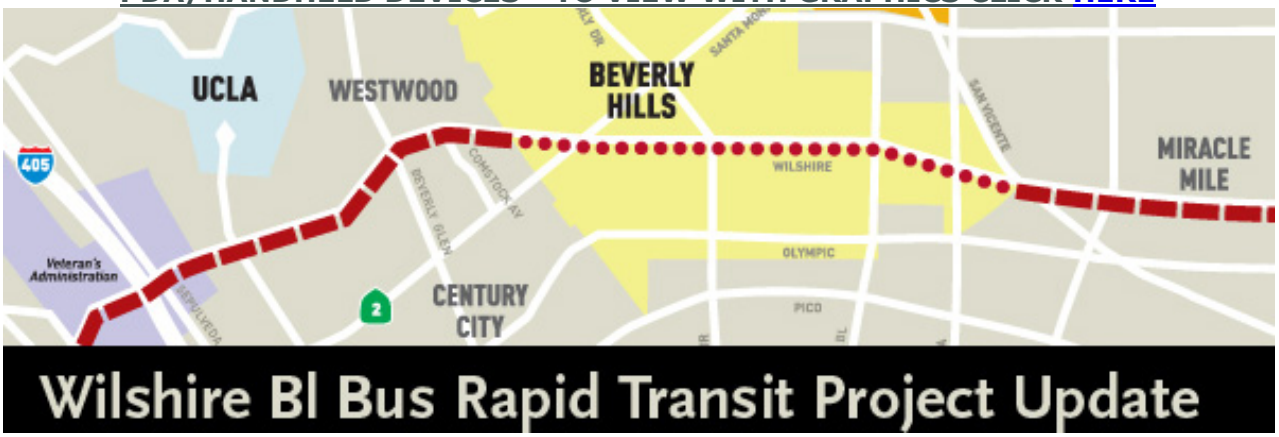
=

ii would like a stop on wilshire and wilton. is it possible? margaret sowma

--- On **Tue, 10/20/09, Martha Butler <*Wilshirebrt@metro.net*>** wrote:

From: Martha Butler <Wilshirebrt@metro.net>
Subject: Comments Welcome on Wilshire BRT EIR/EA
To: "sowma287@yahoo.com" <sowma287@yahoo.com>
Date: Tuesday, October 20, 2009, 11:53 AM

PDA/HANDHELD DEVICES - TO VIEW WITH GRAPHICS CLICK HERE



Many thanks to everyone who attended the recent public scoping meetings for the Wilshire Bus Rapid Transit (BRT) Environmental Impact Report/Environmental Assessment (EIR/EA). We received valuable feedback and appreciate your time and effort.

We still want to hear from you. We welcome comments throughout the study but comments during the Scoping Period - your opportunity to help shape the EIR/EA - must be received by this **Friday, October 23, 2009**.

Please submit your comments, using any of the following methods:

US Mail:
Martha Butler, Project Manager
One Gateway Plaza
Los Angeles, CA 90012

E-mail: wilshirebrt@metro.net

On-line: www.metro.net/wilshire. Click on "Contact Us"

Phone: (213) 922-2500

A copy of the presentation and other materials are available on our project website, www.metro.net/wilshire. Click on "News & Info".

The Wilshire Bus Rapid Transit Project EIR/EA project - a partnership between Metro, the City of Los Angeles and Los Angeles County - is evaluating alternatives to improve bus rapid transit service along Wilshire Boulevard.</P

This message was sent to sowma287@yahoo.com by:

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

Sent Using :
SimpleSend
www.simplesend.com

Unsubscribe:
If you would like to be removed from this list, please click here.

Subject: Comments
Date: Tuesday, October 20, 2009 6:10 PM
From: Roxane Stern <roxane.stern@gmail.com>
To: WilshireBRT WilshireBRT@metro.net

I 'm sure you are referring to the rush hour only dedicated bus lanes for Wilshire Blvd.
I testified at the scooping meeting at the Westwood hearing, but you have given me a chance to say it again.
Most of Westwood seems to believe that change is evil, but if we don't change we won't be able to adapt to the new world. We should be ready to meet the future, not hide from the reality that public transit is a very big plus in bringing down pollution, accidents, traffic jams.
Please do what is necessary to make our community healthier, more productive and pleasant. Give us faster bus service, everyone will benefit.
Thank you,
Roxane Stern
11053 Strathmore Dr
Los Angeles CA 90024
310-443-1106

Subject: Comment for the record
Date: Tuesday, October 20, 2009 1:11 PM
From: Kymberleigh Richards <krichards@socata.net>
To: WilshireBRT WilshireBRT@metro.net

Southern California Transit Advocates, by unanimous vote of its membership, has taken a support position on the Wilshire Bus Rapid Transit project.

We feel that, as the extension of the Metro Purple Line will take many years to complete, and Wilshire Blvd. is the heaviest traveled corridor in the region, that any improvement in bus service is needed as an interim step. Given the high frequency of bus service in the corridor, adding service will not help unless the existing service can be operated more efficiently. We see the proposed bus lanes as a way to achieve that efficiency.

We are also hopeful that the city of Beverly Hills, which was unable to communicate its support in time for Metro to honor commitments on the funding timeline, will be able to participate fully as the process moves forward.

==========

Kymberleigh Richards
Public & Legislative Affairs Director
Southern California Transit Advocates
16003 Gault St. #7
Van Nuys, CA 91406
818.781.0487

Subject: I have a question about the Wilshire Bus Rapid Transit (BRT) Project Study
Date: Tuesday, October 20, 2009 2:52 PM
From: Webmaster <RSC_Webmaster@metro.net>
To: WilshireBRT WilshireBRT@metro.net

---

firstName: Steve
lastName: Strauss
organization:
emailAddress: stevestrauss@mac.com
streetAddress: 10645 Wilshire Bl.
city: Los Angeles
state: CA
zipCode: 90024
Date: Tuesday, October 20, 2009
Time: 02:52:56 PM

comments:

I'm currently out of the country on military deployment. But I'd like to voice my opposition to the Bus lane. I recently installed triple paned windows in an attempt to mitigate the noise along Wilshire. It windows do a great job but I could still hear loud motorcycles, sports cars, and the busses. Not only do I hear the busses, but I can feel the four story building I'm in move ever so slightly when the busses pass by. Busses just add to the conjestion on the streets AND they are a hazard to bicyclists. I try and commute to work as much as possible by bicycle along Wilshire to West Hollywood. I have nearly been hit several times by buses along my route. If you decide to go ahead with this project, I would like to see a dedicated bicycle lane at the very least, and maybe a way to muffle the exhaust noise. Thank You

Subject: I have a question about the Wilshire Bus Rapid Transit (BRT) Project Study
Date: Tuesday, October 20, 2009 2:25 PM
From: Webmaster <RSC_Webmaster@metro.net>
To: WilshireBRT WilshireBRT@metro.net

---

firstName: Vito
lastName: Grillo
organization:
emailAddress: vito.grillo@gmail.com
streetAddress: 3456 Plata st, apt 1/2
city: Los Angeles
state: ca
zipCode: 90026
Date: Tuesday, October 20, 2009
Time: 02:25:38 PM

comments:

I want to submit my input on the proposed Wilshire BRT. This is a vital link that the city of LA needs urgently. I want this built as soon as possible and I want to ensure that it will include the ammenities that the communites it will serve needs. It should have a way to queue and prepay so people can enter and exit quickly. The sidewalks should be redone to encourage bike and pedestrian activities. People in LA will never park their cars, unless they are provided with more attractive means to get places. That means frequent service, a pleasant atmosphere, walkable/bikeable ammemities when exiting the bus and good design. Design is very important. It has to enhanse our city and coax people out of their car. Think the Ramblas in Barcelona, the Rose Kennedy Greenway in Boston or the Highline in New York. Those are spaces people want to visit. Wilshire should be such a space. it is LA's unique downtown. More pedestians/bikes means more people on the street, means more business sales, means greater street life, means healthy life styles, less pollution and happier Angelenos!

Subject: Comments on Wilshire BRT DEIR
Date: Wednesday, October 21, 2009 12:28 AM
From: Alison Kendall <alison@kendallplanning.com>
To: WilshireBRT WilshireBRT@metro.net
Cc: 'Kent Strumpell' kentstrum@aol.com

Dear Metro

As a Los Angeles area planner and urban designer, I am supportive of the improvements such as signalization which will facilitate bus movement on Wilshire, but have significant reservations about the impact of removing curbside parking to facilitate express bus service, which I believe deserve further study in the FEIR.

Comments regarding the EIR scoping for the Wilshire BRT project concept.

1. Due to the operational compromises of curbside bus-only lanes, the benefits and challenges of center lanes and stations should be thoroughly evaluated. Locating the buses (or eventually streetcars) in the center of the street would reduce conflicts with both cyclists and pedestrians.

2. The impact of bus-only lanes on cyclists should be evaluated. Wilshire Blvd. is one of the most destination-rich corridors in the city. Even if Wilshire does not include bicycle facilities in its roadway design, cyclists will still have the need to travel there to reach destinations. Plus they will always have the legal right to ride on Wilshire. The EIR should address opportunities for this project to help Wilshire better serve the needs of cyclists. Ideally this would include a bike lane or bus stop and intersection protection for cyclists.

3. An alternative that includes curbside bike lanes and center/median BRT lanes and stations should be evaluated. This is an essential addition to this major boulevard which could increase its overall capacity without negative impacts on its pedestrians/

4. An alternative that allows bicycles to access curbside bus-only lanes should be evaluated, especially to identify ways to minimize bus-bicycle conflicts at stops. This should include the evaluation of bypass lanes for bicycles so they are able to travel around buses stopped at stations.

5. Oppose extending the curbside bus lane through Santa Monica and through Beverly Hills due to the danger and discomfort for pedestrians of high speed express buses passing adjacent to a major pedestrian and bicycle route, as well as the lack of alternatives to on street parking for small businesses.

6. Consider signalization and other improvements such as developing a dedicated bus or HOV lane on Wilshire without removing curbside parking, in order to decrease driving incentives and favor transit use, while still favoring cycling and pedestrian travel.

7. Wilshire is the most attractive boulevard in Los Angeles, and with the numerous historic buildings, is also a significant cultural resource. The impact of any transit changes to the street should consider the street as a cultural resource. Perhaps this means restoring street car service. Priority should go to accommodating pedestrian and bicycle travel and appropriate efficient transit which does not impact the ability of pedestrians and cyclists to enjoy this historic boulevard.

Thanks for the opportunity to comment.

Alison

Alison Kendall, AICP

KENDALL PLANNING + DESIGN

310.586.1557 phone
alison@kendallplanning.com

Comments on Wilshire Boulevard Bus Rapid Transit EIR

October 21, 2009

Dear Metro, Los Angeles City, and Los Angeles County,

My name is Natasha Harrell and I urge the full 9.6 mile implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

My children and myself we could get to Were we have go on time, I and one of my sons I have asthma reducing air pollution and greenhouse gases will have us,

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

Sincerely,

signature

contact address: natasha36363@yahoo.com

email _____ phone: _____

Comments on Wilshire Boulevard Bus Rapid Transit EIR

October 21, 2009

Dear Metro, Los Angeles City, and Los Angeles County,

My name is Emmanuel Griollo and I urge the full 9.6 mile implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

We need this project immediately. Any more delays or the cancellation of this project would be devastating for the environment and would be a set back to expand the mobility of bus riders.

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

Sincerely,

signature

contact address: 1140 Miller Ave Los Angeles, CA 90063

email: manuelcriollo@mindspring.com phone:

Comments on Wilshire Boulevard Bus Rapid Transit EIR

October 21, 2009

Dear Metro, Los Angeles City, and Los Angeles County,

My name is Esperanza Mendez and I urge the full 9.6 mile implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

Los Angeles must take bold steps to reduce GHG emissions and one way to do this is by creating an alternative to the auto

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

Sincerely,

signature

contact address: xicana1605@yahoo.com

email phone: 323 420 6802

Los Angeles, CA 90065

Comments on Wilshire Boulevard Bus Rapid Transit EIR

October 21, 2009

Dear Metro, Los Angeles City, and Los Angeles County,

My name is BARBARA LOTT-HOLLAND and I urge the full 9.6 mile implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

If we a truly concern about the environment Bus Only Lanes are necessary. If Los Angeles is so proud of being a world leader show it by adopting bus only lanes and get U.S. in the running for clean air and catch up with the so called 3RD world countries that are already doing it.

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

Sincerely,

Barbara Lott-Holland
signature

contact address:

email bobellh@cheerful.com phone:

Comments on Wilshire Boulevard Bus Rapid Transit EIR

October 22, 2009

Dear Metro, Los Angeles City, and Los Angeles County,

My name is Sunyoung Yang and I urge the full 9.6 mile implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

Los Angeles will be a horrible place to live with cars growing. Cars must be restricted on the very streets they run on. My niece is 2½ yrs old. She's having respiratory issues as well as myself. I am developing allergy & constantly plagued by bronchitis which I never had in my life before I moved to LA. LA's transportation policy is killing its residents. We need a radical shift towards clean buses & mass transit starting from converting roads to living breathable space for people to enjoy!

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

Sincerely,

signature

contact address: 826 S. Gramercy Pl. #1 CA 90005

email _____ phone: (213) 618-2851

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

21 de octubre, 2009

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

Mi nombre es JOSE CEJA y urgo la implementación completa de 9.6 millas del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchísmimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

AMIVER ESTA VUENO DE QUE SÍ AGAN ESO UN CARRÍL SOLO PARA AUTOBUSES PORQUE MIRE YA VE QUE ASE BASTANTE CALOR NO LO SOPORTAMOS Y BASTANTE UMO CONTAMINADO QUE NOS PUEDE DAÑAR EL PULMON YA BE COMO SE ESTA MURIEDO MUNCHA GETE ENTODO EL MUNDO DE CANSER ASMA PO CAUSA A ESTO I PONGAN MAS AUTOBUSES DE AITE LIMPIO

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

Sinceramente,

firma jose Ceja

domicilio: 13600 SHERMAN WAY APT. 7 VAN NUYS CA 91405

correo electrónico: _____ no° teléfono: _____

환경 영향 조사 : 윌셔 버스전용차선에 대한 시민 의견서

2009 년, 10 월 21 일

교통국, 엘에이 시와 엘에이 카운티 및 환경영향 조사 담당자들에게,

제 이름은 하 순 희 이며, 발렌씨아에서 부터 쎈티넬라까지, 총 9.6 마일간에 윌셔 버스 전용 차선 실행을 지지합니다. 이 프로젝트는 윌셔 버스를 사용하는 수 천명의 승객들에게 이동 시간을 절약 하는 혜택을 주며 더 많은 자동차 이용자들이 대중교통을 이용하게 하는 효과도 갖어올겁니다. 자동차에서 나오는 대기 오염물질과 온실가스 배출을 줄이면 엘에이 주민 모두의 삶을 향상시킬수있습니다.

Bus 차선을 절대 (전용차선) 지지합니다. Los Angeles 공해가 심해서 자동차를 줄이고 Bus를 증차를 부탁합니다

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 Soon Hee

주소: 1137, S. Bronson AVE #20

이메일 _____ 전화번호: 213-500-2115

환경 영향 조사 : 윌셔 버스전용차선에 대한 시민 의견서

2009 년, 10 월 21 일

교통국, 엘에이 시와 엘에이 카운티 및 환경영향 조사 담당자들에게,

제 이름은 KANG SOON KO 이며, 발렌씨아에서 부터 쎈티넬라까지, 총 9.6 마일간에 윌셔 버스 전용 차선 실행을 지지합니다. 이 프로젝트는 윌셔 버스를 사용하는 수 천명의 승객들에게 이동 시간을 절약 하는 혜택을 주며 더 많은 자동차 이용자들이 대중교통을 이용하게 하는 효과도 갖어올겁니다. 자동차에서 나오는 대기 오염물질과 온실가스 배출을 줄이면 엘에이 주민 모두의 삶을 향상시킬수있습니다.

저는 천식 할 자고 노인 입니다
시장님 빨리 버스 전용차선을 놓아주세요
요금도 올리지 말고요 제발 부탁합니다
우리 모든 사람들은 공해 때문에 머리아프고 어지러워요,

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 #117

이메일 _____ 전화번호: 213-623-3256

환경 영향 조사 : 윌셔 버스전용차선에 대한 시민 의견서

2009 년, 10 월 21 일

교통국, 엘에이 시와 엘에이 카운티 및 환경영향 조사 담당자들에게,

제 이름은 FLORES YUNG SUK 이며, 발렌씨아에서 부터 쎈티넬라까지, 총 9.6 마일간에 윌셔 버스 전용 차선 실행을 지지합니다. 이 프로젝트는 윌셔 버스를 사용하는 수 천명의 승객들에게 이동 시간을 절약 하는 혜택을 주며 더 많은 자동차 이용자들이 대중교통을 이용하게 하는 효과도 갖어올겁니다. 자동차에서 나오는 대기 오염물질과 온실가스 배출을 줄이면 엘에이 주민 모두의 삶을 향상시킬수있습니다.

저는 LA BUS 버스 전용 차선을 일대 지지 합니다 그리고 LA는 자동차 홍수로 인해 메연까스로 인해 모든 신민들이 여러가지 질병으로 서서 죽어가고 있읍니다. 우리 모든 시민들을 사랑하는 마음으로 생각 좀 해주세요. 제발 부탁 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. 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.

성함 [signature]

주소: 732. S. BONNIE BRAE ST #412 CA LA 90057

이메일 _____ 전화번호: 213-413-4590

환경 영향 조사 : 윌셔 버스전용차선에 대한 시민 의견서

2009 년, 10 월 21 일

교통국, 엘에이 시와 엘에이 카운티 및 환경영향 조사 담당자들에게,

제 이름은 여러 분 이며, 발렌씨아에서 부터 쎈티넬라까지, 총 9.6 마일간에 윌셔 버스 전용 차선 실행을 지지합니다. 이 프로젝트는 윌셔 버스를 사용하는 수 천명의 승객들에게 이동 시간을 절약 하는 혜택을 주며 더 많은 자동차 이용자들이 대중교통을 이용하게 하는 효과도 갖어올겁니다. 자동차에서 나오는 대기 오염물질과 온실가스 배출을 줄이면 엘에이 주민 모두의 삶을 향상시킬수있습니다.

Bus 전용차선을 절대 위치 합니다
LA 공기를 좀더 쾌적하고 맑게 하기 위해서는
절대적으로 필요한 일이오니 속고 하시기 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.

성함

주소: 4163 MONROE ST #112

이메일 _____ 전화번호: 5(213) 505 7914

환경 영향 조사 : 윌셔 버스전용차선에 대한 시민 의견서

2009 년, 10 월 21 일

교통국, 엘에이 시와 엘에이 카운티 및 환경영향 조사 담당자들에게,

제 이름은 KATTY YI 이며, 발렌씨아에서 부터 쎈티넬라까지, 총 9.6 마일간에 윌셔 버스 전용 차선 실행을 지지합니다. 이 프로젝트는 윌셔 버스를 사용하는 수 천명의 승객들에게 이동 시간을 절약 하는 혜택을 주며 더 많은 자동차 이용자들이 대중교통을 이용하게 하는 효과도 갖어올겁니다. 자동차에서 나오는 대기 오염물질과 온실가스 배출을 줄이면 엘에이 주민 모두의 삶을 향상시킬수있습니다.

요금도 오르지 말고 버스 전용 차선을 가지 합니다 자동차도 줄이고 LA는 공해가 해결됩니다

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

환경 영향 조사 : 윌셔 버스전용차선에 대한 시민 의견서

2009 년, 10 월 21 일

교통국, 엘에이 시와 엘에이 카운티 및 환경영향 조사 담당자들에게,

제 이름은 이 경식 이며, 발렌씨아에서 부터 쎈티넬라까지, 총 9.6 마일간에 윌셔 버스 전용 차선 실행을 지지합니다. 이 프로젝트는 윌셔 버스를 사용하는 수 천명의 승객들에게 이동 시간을 절약 하는 혜택을 주며 더 많은 자동차 이용자들이 대중교통을 이용하게 하는 효과도 갖어올겁니다. 자동차에서 나오는 대기 오염물질과 온실가스 배출을 줄이면 엘에이 주민 모두의 삶을 향상시킬수있습니다.

30년 말고 안되고(계획은)
요금을 올리지 말고
전용 차선 지지 한다.
공해 때문에 천식환자도 많고 알러지도
많으니 공해가 없애주기 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: 7411 Wendale pl LA CA 90045

이메일 _____ 전화번호: (323)733-0216

환경 영향 조사 : 윌셔 버스전용차선에 대한 시민 의견서

2009 년, 10 월 20 일

교통국, 엘에이 시와 엘에이 카운티 및 환경영향 조사 담당자들에게,

제 이름은 윤 옥 숙 이며, 발렌씨아에서 부터 쎈티넬라까지, 총 9.6 마일간에 윌셔 버스 전용 차선 실행을 지지합니다. 이 프로젝트는 윌셔 버스를 사용하는 수 천명의 승객들에게 이동 시간을 절약 하는 혜택을 주며 더 많은 자동차 이용자들이 대중교통을 이용하게 하는 효과도 갖어올겁니다. 자동차에서 나오는 대기 오염물질과 온실가스 배출을 줄이면 엘에이 주민 모두의 삶을 향상시킬수있습니다.

Bus 전용차선 설정을 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.

성암 OkSookyoon

주소: 3100 S. Vermont Ave #148 LA, CA 90007

이메일

전화번호: 323-733-5180

Comments on Wilshire Boulevard Bus Rapid Transit EIR

October 12, 2009

Dear Metro, Los Angeles City, and Los Angeles County,

My name is Monica Morales and I urge the full 9.6 mile implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

I also believe not sustainable transportation [illegible] on a BRT, and a bol on wilshire is a step in that direction

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

Sincerely,

Monica Morales
signature

contact address: Mrandhly@aol.com

email ✓ phone (213) 385-8269

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 13, 2009

Dear Metro, Los Angeles City and Los Angeles County,

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

Less traffic on streets; ~~[illegible]~~ contributing to less cars and more people riding the bus; and most important helping with the environment w/ less cars on the streets.

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

Sincerely,

signature

contact address: 7009 Vicki Dr. Whittier 90606 phone: 213) 500-1141

email hebyorozco65@yahoo.com.

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 14, 2009

Dear Metro, Los Angeles City and Los Angeles County,

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

we need to be aware of our actions and the toll it takes on the planet we call home.

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

Sincerely,

signature

contact address: 90301 phone:

email ehmnehn@gmail.com

환경 영향 조사 : 윌셔 버스전용차선에 대한 시민 의견서

2009 년, 10 월 _____일

교통국, 엘에이 시와 엘에이 카운티 및 환경영향 조사 담당자들에게,

제 이름은 박광숙 이며, 발렌씨아에서 부터 쎈티넬라까지, 총 9.6 마일간에 윌셔 버스 전용 차선 실행을 지지합니다. 이 프로젝트는 윌셔 버스를 사용하는 수 천명의 승객들에게 이동 시간을 절약 하는 혜택을 주며 더 많은 자동차 이용자들이 대중교통을 이용하게 하는 효과도 갖어올겁니다. 자동차에서 나오는 대기 오염물질과 온실가스 배출을 줄이면 엘에이 주민 모두의 삶을 향상시킬수있습니다.

BUS 전용 차선을 결대 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.

Kwang Sook Park
성암

주소: 1200 S Union Ave 90015-4542 LA CA

이메일_____ 전화번호: 213-487-4450

환경 영향 조사 : 윌셔 버스전용차선에 대한 시민 의견서

2009 년, 10 월 20 일

교통국, 엘에이 시와 엘에이 카운티 및 환경영향 조사 담당자들에게,

제 이름은 공 원 식 이며, 발렌씨아에서 부터 쎈티넬라까지, 총 9.6 마일간에 윌셔 버스 전용 차선 실행을 지지합니다. 이 프로젝트는 윌셔 버스를 사용하는 수 천명의 승객들에게 이동 시간을 절약 하는 혜택을 주며 더 많은 자동차 이용자들이 대중교통을 이용하게 하는 효과도 갖어올겁니다. 자동차에서 나오는 대기 오염물질과 온실가스 배출을 줄이면 엘에이 주민 모두의 삶을 향상시킬수있습니다.

대기 오염을 줄이고 버스 전용 차선을 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.

공 원 식 (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

2009 년, 10 월 20 일

교통국, 엘에이 시와 엘에이 카운티 및 환경영향 조사 담당자들에게,

제 이름은 조 용 학 이며, 발렌씨아에서 부터 쎈티넬라까지, 총 9.6 마일간에 윌셔 버스 전용 차선 실행을 지지합니다. 이 프로젝트는 윌셔 버스를 사용하는 수 천명의 승객들에게 이동 시간을 절약 하는 혜택을 주며 더 많은 자동차 이용자들이 대중교통을 이용하게 하는 효과도 갖어올겁니다. 자동차에서 나오는 대기 오염물질과 온실가스 배출을 줄이면 엘에이 주민 모두의 삶을 향상시킬수있습니다.

~~정기적 정화~~ 오염물질을 줄이고 온실가스 배출을 줄여주시기 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 학
성암

주소: 345 Columbia Ave Los Angeles, CA 90017

이메일 _____ 전화번호: (213) 989-6946

환경 영향 조사 : 윌셔 버스전용차선에 대한 시민 의견서

2009 년, 10 월 20 일

교통국, 엘에이 시와 엘에이 카운티 및 환경영향 조사 담당자들에게,

제 이름은 강 성열 이며, 발렌씨아에서 부터 쎈티넬라까지, 총 9.6 마일간에 윌셔 버스 전용 차선 실행을 지지합니다. 이 프로젝트는 윌셔 버스를 사용하는 수 천명의 승객들에게 이동 시간을 절약 하는 혜택을 주며 더 많은 자동차 이용자들이 대중교통을 이용하게 하는 효과도 갖어올겁니다. 자동차에서 나오는 대기 오염물질과 온실가스 배출을 줄이면 엘에이 주민 모두의 삶을 향상시킬수있습니다.

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.

강 성 열
성함

주소: 1034 S CATALINA ST 19

이메일 _____ 전화번호: 213-380-5958

환경 영향 조사 : 윌셔 버스전용차선에 대한 시민 의견서

2009 년, 10 월 20 일

교통국, 엘에이 시와 엘에이 카운티 및 환경영향 조사 담당자들에게,

제 이름은 박인순 이며, 발렌씨아에서 부터 쎈티넬라까지, 총 9.6 마일간에 윌셔 버스 전용 차선 실행을 지지합니다. 이 프로젝트는 윌셔 버스를 사용하는 수 천명의 승객들에게 이동 시간을 절약 하는 혜택을 주며 더 많은 자동차 이용자들이 대중교통을 이용하게 하는 효과도 갖어올겁니다. 자동차에서 나오는 대기 오염물질과 온실가스 배출을 줄이면 엘에이 주민 모두의 삶을 향상시킬수있습니다.

BUS 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
성암

주소: 181 S Poinsetter PL

이메일 _____ 전화번호: 323-~~903~~ 903-3088

환경 영향 조사 : 윌셔 버스전용차선에 대한 시민 의견서

2009 년, 10 월 17 일

교통국, 엘에이 시와 엘에이 카운티 및 환경영향 조사 담당자들에게,

제 이름은 백성국 이며, 발렌씨아에서 부터 쎈티넬라까지, 총 9.6 마일간에 윌셔 버스 전용 차선 실행을 지지합니다. 이 프로젝트는 윌셔 버스를 사용하는 수 천명의 승객들에게 이동 시간을 절약 하는 혜택을 주며 더 많은 자동차 이용자들이 대중교통을 이용하게 하는 효과도 갖어올겁니다. 자동차에서 나오는 대기 오염물질과 온실가스 배출을 줄이면 엘에이 주민 모두의 삶을 향상시킬수있습니다.

더많은 공공교통수단 ([redacted])
을 더 공평한 해야겠습니다.

버스전용차선은 매우 중요한 엘에이 환경 정책으로 빠른 시일내에 시행해주시길 부탁드립니다.

성함 백성국

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.

환경 영향 조사 : 윌셔 버스전용차선에 대한 시민 의견서

2009 년, 10 월 20 일

교통국, 엘에이 시와 엘에이 카운티 및 환경영향 조사 담당자들에게,

제 이름은 Junghee Lee 이며, 발렌씨아에서 부터 쎈티넬라까지, 총 9.6 마일간에 윌셔 버스 전용 차선 실행을 지지합니다. 이 프로젝트는 윌셔 버스를 사용하는 수 천명의 승객들에게 이동 시간을 절약 하는 혜택을 주며 더 많은 자동차 이용자들이 대중교통을 이용하게 하는 효과도 갖어올겁니다. 자동차에서 나오는 대기 오염물질과 온실가스 배출을 줄이면 엘에이 주민 모두의 삶을 향상시킬수있습니다.

대중교통 이용으로 공해를 줄이는것이 환경을 파괴하지 않고 모두가 함께 살아있는 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 정 희
성함

주소: 25343 Silver Aspen Way #814

이메일 jungheeus@hotmail.com 전화번호: 213-435-4240

환경 영향 조사 : 윌셔 버스전용차선에 대한 시민 의견서

2009 년, 10 월 19 일

교통국, 엘에이 시와 엘에이 카운티 및 환경영향 조사 담당자들에게,

제 이름은 Donald P. Lee 이며, 발렌씨아에서 부터 쎈티넬라까지, 총 9.6 마일간에 윌셔 버스 전용 차선 실행을 지지합니다. 이 프로젝트는 윌셔 버스를 사용하는 수 천명의 승객들에게 이동 시간을 절약 하는 혜택을 주며 더 많은 자동차 이용자들이 대중교통을 이용하게 하는 효과도 갖어올겁니다. 자동차에서 나오는 대기 오염물질과 온실가스 배출을 줄이면 엘에이 주민 모두의 삶을 향상시킬수있습니다.

버스전용차선은 매우 중요한 엘에이 환경 정책으로 빠른 시일내에 시행해주시길 부탁드립니다.

이 동 호
성함

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.

주소:

이메일 전화번호: 213-254-7262

환경 영향 조사 : 윌셔 버스전용차선에 대한 시민 의견서

2009 년, 10 월 19 일

교통국, 엘에이 시와 엘에이 카운티 및 환경영향 조사 담당자들에게,

제 이름은 Byun Paek 이며, 발렌씨아에서 부터 쎈티넬라까지, 총 9.6 마일간에 윌셔 버스 전용 차선 실행을 지지합니다. 이 프로젝트는 윌셔 버스를 사용하는 수 천명의 승객들에게 이동 시간을 절약 하는 혜택을 주며 더 많은 자동차 이용자들이 대중교통을 이용하게 하는 효과도 갖어올겁니다. 자동차에서 나오는 대기 오염물질과 온실가스 배출을 줄이면 엘에이 주민 모두의 삶을 향상시킬수있습니다.

더 많은 사람들이 대중교통을 이용할수 있도록 신경을 써 주시기 바랍니다.
특히 L.A.의 공기 오염을 줄일수 있는 방안을 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.

성함 백 병 희

주소: 3500 W. Washington Blvd. L.A. CA. 90018

이메일

전화번호: (213) 700-8432

환경 영향 조사 : 윌셔 버스전용차선에 대한 시민 의견서

2009 년, 10 월 17 일

교통국, 엘에이 시와 엘에이 카운티 및 환경영향 조사 담당자들에게,

제 이름은 Yongho Kim 이며, 발렌씨아에서 부터 쎈티넬라까지, 총 9.6 마일간에 윌셔 버스 전용 차선 실행을 지지합니다. 이 프로젝트는 윌셔 버스를 사용하는 수 천명의 승객들에게 이동 시간을 절약 하는 혜택을 주며 더 많은 자동차 이용자들이 대중교통을 이용하게 하는 효과도 갖어올겁니다. 자동차에서 나오는 대기 오염물질과 온실가스 배출을 줄이면 엘에이 주민 모두의 삶을 향상시킬수있습니다.

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.

성함

주소: 900 Cen Ksh Bl LoLA CA 90019

이메일 yokime@gmail.com 전화번호: 323 2445309

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

17 de octubre, 2009

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

Mi nombre es Jose Alvarez y urgo la implementación completa de 9.6 millas del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchísmimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

YO PIENSO QUE ESTÁ BIEN QUE SE HAGAS MAS CARRILES DE AUTOBUSES

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

Sinceramente,

José Alvarez
firma

domicilio: 1718 S. BURLINGTON AVE LA CA 90006

correo electrónico: _____ nº teléfono: (213) 746-9197

Comments on Wilshire Boulevard Bus Rapid Transit EIR

October 17, 2009

Dear Metro, Los Angeles City, and Los Angeles County,

My name is Chante Nesbitt and I urge the full 9.6 mile implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

I think it'll be alot better so people will get to the places they need to go faster and cars wouldn't get in the way.

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

Sincerely,

Chante Nesbitt

signature

contact address: 90640.

email phone:

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

15 de octubre, 2009

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

Mi nombre es CARLOS MIRAMONTES y urgo la implementación completa de 9.6 millas del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchísmimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Mi Apollo Es para Hir a
Tiempo A mi Travajo
Menos Contaminacion

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

Sinceramente,

Carlos Miramontes
firma

domicilio: 648 S. Rowan Av L.A Calif. 90055

correo electrónico: ——— no° teléfono: 323-823-6545

Comments on Wilshire Boulevard Bus Rapid Transit EIR

October 17, 2009

Dear Metro, Los Angeles City, and Los Angeles County,

My name is George Carpio and I urge the full 9.6 mile implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

It's one of the biggest & greatest Projects in Los Angeles. It will run quickly like a subway train but cheapest to build. The brt system will reduce all the cars and people will ride the bus more frequently.

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

Sincerely,

George Carpio
signature

contact address: 509 S. Westlake Ave apt # 308

email

phone: (213)-413-6437

Comments on Wilshire Boulevard Bus Rapid Transit EIR

October 16, 2009

Dear Metro, Los Angeles City, and Los Angeles County,

My name is Jeanette Charles and I urge the full 9.6 mile implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

The Bus Only Lanes project is one of the few means that we can ensure environmental justice and equitable transportation services. I support this 100% and demand that we see this completed.

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

Sincerely,

J. Charles
signature

contact address: 6116 Radford Ave Apt 1 NoHo, Ca 91606
email jcharles@scrippscollege.edu phone:

Comments on Wilshire Boulevard Bus Rapid Transit EIR

October 15, 2009

Dear Metro, Los Angeles City, and Los Angeles County,

My name is Gladys Sanchez and I urge the full 9.6 mile implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

Por más seguridad del pasajero y llegar más rapido al destino de trabajo

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

Sincerely,

Gladys Sanchez

signature

contact address: 379 S. Lorena Dr 312 Los Angeles CA 90017

email _____ phone: (213) 989-1678

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

15 de octubre, 2009

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

Mi nombre es Alfonso R. Cabrera y urgo la implementación completa de 9.6 millas del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchísmimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Estoy a favor

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

Sinceramente,

firma Alfonso R. Cabrera

domicilio: 950 VAN NUYS APA 15

correo electrónico: _____ no° teléfono: 818 904 5117

환경 영향 조사 : 윌셔 버스전용차선에 대한 시민 의견서

2009 년, 10 월 19 일

교통국, 엘에이 시와 엘에이 카운티 및 환경영향 조사 담당자들에게,

제 이름은 JD Choi 이며, 발렌씨아에서 부터 쎈티넬라까지, 총 9.6 마일간에 윌셔 버스 전용 차선 실행을 지지합니다. 이 프로젝트는 윌셔 버스를 사용하는 수 천명의 승객들에게 이동 시간을 절약 하는 혜택을 주며 더 많은 자동차 이용자들이 대중교통을 이용하게 하는 효과도 갖어올겁니다. 자동차에서 나오는 대기 오염물질과 온실가스 배출을 줄이면 엘에이 주민 모두의 삶을 향상시킬수있습니다.

버스 전용 노선을 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.

성함 JD Choi

주소: 1709 W 8th #616 LA, CA. 90017

이메일 _____ 전화번호: 213 484 0907

환경 영향 조사 : 윌셔 버스전용차선에 대한 시민 의견서

2009 년, 10 월 19 일

교통국, 엘에이 시와 엘에이 카운티 및 환경영향 조사 담당자들에게,

제 이름은 Hee Joo Yoon 이며, 발렌씨아에서 부터 쎈티넬라까지, 총 9.6 마일간에 윌셔 버스 전용 차선 실행을 지지합니다. 이 프로젝트는 윌셔 버스를 사용하는 수 천명의 승객들에게 이동 시간을 절약 하는 혜택을 주며 더 많은 자동차 이용자들이 대중교통을 이용하게 하는 효과도 갖어올겁니다. 자동차에서 나오는 대기 오염물질과 온실가스 배출을 줄이면 엘에이 주민 모두의 삶을 향상시킬수있습니다.

교통 혼잡을 방지하고, 대중교통을 확대할 수 있도록
또한 환경에도 도움을 줄 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

환경 영향 조사 : 윌셔 버스전용차선에 대한 시민 의견서

2009 년, 10 월 19 일

교통국, 엘에이 시와 엘에이 카운티 및 환경영향 조사 담당자들에게,

제 이름은 박 양희 이며, 발렌씨아에서 부터 쎈티넬라까지, 총 9.6 마일간에 윌셔 버스 전용 차선 실행을 지지합니다. 이 프로젝트는 윌셔 버스를 사용하는 수 천명의 승객들에게 이동 시간을 절약 하는 혜택을 주며 더 많은 자동차 이용자들이 대중교통을 이용하게 하는 효과도 갖어올겁니다. 자동차에서 나오는 대기 오염물질과 온실가스 배출을 줄이면 엘에이 주민 모두의 삶을 향상시킬수있습니다.

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 원활하도록 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.

박 양희
성함

주소: 23806 Ocean Ave #1 Torrance, CA 90505

이메일 ypark67@krcla.org 전화번호: 323-937-3718

환경 영향 조사 : 윌셔 버스전용차선에 대한 시민 의견서

2009 년, 10 월 17 일

교통국, 엘에이 시와 엘에이 카운티 및 환경영향 조사 담당자들에게,

제 이름은 Kim, Hee Dok 이며, 발렌씨아에서 부터 쎈티넬라까지, 총 9.6 마일간에 윌셔 버스 전용 차선 실행을 지지합니다. 이 프로젝트는 윌셔 버스를 사용하는 수 천명의 승객들에게 이동 시간을 절약 하는 혜택을 주며 더 많은 자동차 이용자들이 대중교통을 이용하게 하는 효과도 갖어올겁니다. 자동차에서 나오는 대기 오염물질과 온실가스 배출을 줄이면 엘에이 주민 모두의 삶을 향상시킬수있습니다.

[illegible]

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 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
성암

주소: 2711 Glendale 기 #203
LA, CA. 90007

이메일 _____ 전화번호: 323-732-4024

환경 영향 조사 : 윌셔 버스전용차선에 대한 시민 의견서

2009 년, 10 월 17 일

교통국, 엘에이 시와 엘에이 카운티 및 환경영향 조사 담당자들에게,

제 이름은 IN JOON SUH 이며, 발렌씨아에서 부터 쎈티넬라까지, 총 9.6 마일간에 윌셔 버스 전용 차선 실행을 지지합니다. 이 프로젝트는 윌셔 버스를 사용하는 수 천명의 승객들에게 이동 시간을 절약 하는 혜택을 주며 더 많은 자동차 이용자들이 대중교통을 이용하게 하는 효과도 갖어올겁니다. 자동차에서 나오는 대기 오염물질과 온실가스 배출을 줄이면 엘에이 주민 모두의 삶을 향상시킬수있습니다. 전용차선을적극지지합니다

참고로 빠스조합에게드리는건의 2일년전까지시내빠스정류장을으대로환원사용하도록부탁합니다 예르듬니다 오림픽간 서쪽에서동쪽으로진행하든차가 빔모과오림픽교차점에서하차승차시키고 신호가열내면출발했는데현재는교차로름건너서주유소앞에서승하차시키는기름 더소모되며시간도더소모되길이확실합니다

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.

서인준
성암

주소: 1308 S. NEW HAMPSHIRE AV#304

이메일 _____ 전화번호: (213) 386-3061

Comments on Wilshire Boulevard Bus Rapid Transit EIR

October 17, 2009

Dear Metro, Los Angeles City, and Los Angeles County,

My name is Patricia McGau and I urge the full 9.6 mile implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

I think it's a good project.

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

Sincerely,

Patricia McGau
signature

contact address: 729. S Union Ave L-A CA. 90017
email N/A phone: 213 842-4073

Comments on Wilshire Boulevard Bus Rapid Transit EIR

October 17, 2009

Dear Metro, Los Angeles City, and Los Angeles County,

My name is Leona Gerichter and I urge the full 9.6 mile implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

We get ~~the~~ to our destination faster. Clean air is the goal & it gets people out of cars. Should be encouraged to other buses

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

Sincerely,

Leona Gerichter
signature

contact address: 226 So. Hale Dr., Beverly Hills

email _____ phone: _____

Comments on Wilshire Boulevard Bus Rapid Transit EIR

October 17, 2009

Dear Metro, Los Angeles City, and Los Angeles County,

My name is DONNA GOOLEY and I urge the full 9.6 mile implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

This is a great idea.

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

Sincerely,

Donna Gooley
signature

contact address:

email DONNIA GOOLEY@HOTMAIL.COM phone:

Comments on Wilshire Boulevard Bus Rapid Transit EIR

October 17, 2009

Dear Metro, Los Angeles City, and Los Angeles County,

My name is Clinton Cameron and I urge the full 9.6 mile implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

I also support the Clean Air Economic Justice Plan started by the Bus Riders Union. I support the reserves in fare increase and $150 million for bus only lanes.

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

Sincerely,

signature

contact address: 6006 Dauphin Ave Los Angeles CA 90034

email Yeska_soulman@yahoo.com phone: (323) 528-1641

Comments on Wilshire Boulevard Bus Rapid Transit EIR

October 17, 2009

Dear Metro, Los Angeles City, and Los Angeles County,

My name is Fatima A and I urge the full 9.6 mile implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

Necesitamos mas buses, new ones.
Necesitamos que se limpien. Buenos choferes
Necesitamos que se les de tickes a los que
graffitti, y destruyen los buses.
Porfavor incluyan cameras que tomen la foto, location,
dia. "Y lugar que se bayen" Thank you!

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

Sincerely,

Fatima A
signature

contact address: 6626 42 3rd Ave LA, CA. 90043
email fyarnaout@gmail.com phone: 323 873-4207

Comments on Wilshire Boulevard Bus Rapid Transit EIR

October 17, 2009

Dear Metro, Los Angeles City, and Los Angeles County,

My name is PAT O'CONNOR and I urge the full 9.6 mile implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

Bus only lane on Wilshire Blvd. to the beach!

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

Sincerely,

Pat O'Connor

signature

contact address: Box # 330333

email

phone: (818) 366-4333

Comments on Wilshire Boulevard Bus Rapid Transit EIR

October 17, 2009

Dear Metro, Los Angeles City, and Los Angeles County,

My name is John Walsh and I urge the full 9.6 mile implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

We need to cut bus time travel
There will be no negative impacts
to those owning cars and living
in the high rises on Westwood Blvd.

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

Sincerely,

signature John Walsh

contact address: 6218 Yucca St #C

email _____ phone: (323) 469-4178

Comments on Wilshire Boulevard Bus Rapid Transit EIR

October 17, 2009

Dear Metro, Los Angeles City, and Los Angeles County,

My name is Shirley Collins and I urge the full 9.6 mile implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

IT would help me get to my appointments faster.

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

Sincerely,

Shirley Collins
signature

contact address: 1806 W. Gage Ave.

email _____ phone: 323-602-9093

Comments on Wilshire Boulevard Bus Rapid Transit EIR

October 15, 2009

Dear Metro, Los Angeles City, and Los Angeles County,

My name is David Melendez and I urge the full 9.6 mile implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

This would help us by making it ~~[illegible]~~ quicker to get around and help many parents who depend on the bus to ~~get~~ go to and from work as soon as possible. To the people who apose they should see how difficult it is to wait for a bus when it is urgent and it is stuck in traffic

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

Sincerely,

signature

contact address: 4007 Princeton St.

email: David Melendez 29292@yahoo.com phone:

Comments on Wilshire Boulevard Bus Rapid Transit EIR

October 15, 2009

Dear Metro, Los Angeles City, and Los Angeles County,

My name is Maria Godinez and I urge the full 9.6 mile implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

This would help us by making it faster to get around & help many Parents who depend on the bus to get to work asap.

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

Sincerely,

signature

contact address:

email LIL.UEER3@yahoo.com phone:

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

15 de octubre, 2009

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

Mi nombre es Floridalma y urgo la implementación completa de 9.6 millas del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchísmimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

es bueno por el trafico
y la distancia

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

Sinceramente,

Floridalma
firma

domicilio: 90020

correo electrónico: _____ no° teléfono: _____

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 23, 2009

Dear Metro, Los Angeles City and Los Angeles County,

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

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

Sincerely,

Mario Torres.
signature

contact address: 242 Rosemore Pl. phone: 213.915.7036
email

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October _____, 2009

Dear Metro, Los Angeles City and Los Angeles County,

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

~~This~~ we need this kind of project for Wilshire Blvd, since it's the most to

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

Sincerely,

Jacqueline Wilson
signature

contact address: 311 phone: 310-623-2592

email

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 22, 2009

Dear Metro, Los Angeles City and Los Angeles County,

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

It'll be much easier to get to my job, and I'll have more time to spend with my family.

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

Sincerely,

signature

contact address: 229 W. San Jose Ave Claremont, CA 91711 phone: 909-670 8524

email

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 23, 2009

Dear Metro, Los Angeles City and Los Angeles County,

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

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

Sincerely,

signature

contact address: 90006 phone:

email khaing2126@gmail.com

Comments on Wilshire Boulevard Bus Rapid Transit EIR

October 23, 2009

Dear Metro, Los Angeles City, and Los Angeles County,

My name is EDWARD and I urge the full 9.6 mile implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

With less cars going around there will be less traffic congestion, and this will help reduce accidents and allow for creating a safer way to travel.

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

Sincerely,

signature

contact address:

email edward@haschke.us phone: +4176365473 9

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

23 de octubre, 2009

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

Mi nombre es Julio Ibarz y urgo la implementación completa de 9.6 millas del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchísmimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Es bueno porque uso diario el Bus Rapid

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

Sinceramente,

firma

domicilio: 3944 inCy Ham st # 8

correo electrónico: _____ no° teléfono: 323 784 4560

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

23 de octubre, 2009

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

Mi nombre es Mauricio delacruz y urgo la implementación completa de 9.6 millas del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchísmimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Queremos buen servicio y aun no aumentar el costo del pasajero

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

Sinceramente,

firma

domicilio: ingraham 3944 L.A, CA

correo electrónico: _____ no° teléfono: 323-784-4560

Comments on Wilshire Boulevard Bus Rapid Transit EIR

October _____, 2009

Dear Metro, Los Angeles City, and Los Angeles County,

My name is Thomas Herron and I urge the full 9.6 mile implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

Think it may be worthwhile. I ride every day from Crenshaw and Wilshire to the VA. In the morning the Tipper is active as well as after 2 PM

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

Sincerely,

Thomas Herron S.
signature

contact address: 4337 S. VANNESS AVE #7

email _____ phone: (310) 763-5045

Comments on Wilshire Boulevard Bus Rapid Transit EIR

October 23, 2009

Dear Metro, Los Angeles City, and Los Angeles County,

My name is Joe and I urge the full 9.6 mile implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

I favor to Buss lines alone, and that makes run faster on their distance.

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

Sincerely,

Joe Wallace
signature

contact address: 1834 W. Martin Luther King Blvd
email Los Angeles phone: 90062

Comments on Wilshire Boulevard Bus Rapid Transit EIR

October 23, 2009

Dear Metro, Los Angeles City, and Los Angeles County,

My name is INDER and I urge the full 9.6 mile implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

People should use the back Door to Exit, & the drivers should implement it strictly specially on crowded bus stops

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

Sincerely,

signature

contact address: 330, S. Berendo St L.A 90020

email _____ phone: _____

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

23 de octubre, 2009

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

Mi nombre es Teresa Sandr y urgo la implementación completa de 9.6 millas del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchísmimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

La idea es muy buena
es pero que sea pronto.
para bien de todo las personas
que usen el servicio.

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

Sinceramente,

firma

domicilio: 1803 E 109 los angeles

correo electrónico: _____ no° teléfono: 1323-569 1198

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

23 de octubre, 2009

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

Mi nombre es Juan Martin y urgo la implementación completa de 9.6 millas del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchísmimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

es muy importante llo que nos
beneficiaremos muchos y tambien
el amiete y la salud.
y el ambiente global

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

Sinceramente,

firma

domicilio: 1903-22 St. Santa Monica, CA 90404

correo electrónico: _____ no° teléfono: 310 399-4580

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

22 de octubre, 2009

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

Mi nombre es Jesus H y urgo la implementación completa de 9.6 millas del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchísmimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Este proyecto seria una accion muy importante para los usuarios de este servicio y una mejoria para el medio ambiente

Gracias

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

Sinceramente,

Jesus H

firma

domicilio:

correo electrónico: no° teléfono:

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

23 de octubre, 2009

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

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

Para llegar a mi trabajo mas rapido

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

Sinceramente,

angeles Diaz
firma

domicilio: 9003 Normandie no° teléfono:
correo electrónico: Los A CA 90026

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

23 de octubre, 2009

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

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

Estoy de acuerdo en implementar un solo carril eso disminuiria la contaminacion y mejoraria el medio ambiente y mi hija estaria mejor y muchos niños mas no estarian enfermos de Asma.

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

Sinceramente,

Angela García

firma

domicilio: 219 N Harvard Blvd LA CA 90004 no° teléfono: (213) 925 49 12

correo electrónico: blueangie@hot mail.com

blue_angie@hotmail.com

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

13 de octubre, 2009

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

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

me gusta la idea porque así podría llegar mas rapido al lugar donde voya llegar al trabajo, escuela, O cual quier lugar

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

Sinceramente,

firma

domicilio: 3056 Leeward Ave no° teléfono: (213) 368-0739

correo electrónico:

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

23 de octubre, 2009

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

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

Porque así llegaría mas rapido a donde tengo que ir gracias

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

Sinceramente,

Maria Espinoza
firma

domicilio: 3267 Dundas no° teléfono: 323)780-7098

correo electrónico: 3267

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

23 de octubre, 2009

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

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

Llegariamos mucho mas rapido a nuestro destino.
Menos contaminación de carros.

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

Sinceramente,

Anabel Lemus
firma

domicilio: 1833 W 5th St Los Angeles CA 90057 no° teléfono:
correo electrónico: starlove-20@hotmail.com

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 23, 2009

Dear Metro, Los Angeles City and Los Angeles County,

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

It will save me a great deal of time commuting from home to school every day. Less traffic → less pollution ☺

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

Sincerely,

Mariana Esquer
signature

contact address: 90606 phone: 562-699-8202

email

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

23 de octubre, 2009

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

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

Tener mas flexibilidad. Poder llegar mas rapido.

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

Sinceramente,

M. L. B. A

firma

domicilio: 90018 no° teléfono: 323-594-7847

correo electrónico:

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 27, 2009

Dear Metro, Los Angeles City and Los Angeles County,

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

less smog / More Room for parrents and kids /

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

Sincerely,

signature

contact address: 2424 Wilshire blvd phone: (213) 909-2803
email Bill Ant 1030@Hotmail.com

Comments on Wilshire Boulevard Bus Rapid Transit EIR

October 23, 2009

Dear Metro, Los Angeles City, and Los Angeles County,

My name is Sylvia Robinson and I urge the full 9.6 mile implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

Sounds good. I ride the Orange Line. The Busway makes a tremendous difference in commuting time. I plan to be driving my car again soon, but the bus lane sounds good for prime time and rush hour traffic. At night and on weekends, however, the bus is infrequent.

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

Sincerely,

Sylvia Robinson
signature

contact address: P.O. Box 921403
email SR91402@aol.com phone:

Comments on Wilshire Boulevard Bus Rapid Transit EIR

October 23, 2009

Dear Metro, Los Angeles City, and Los Angeles County,

My name is Anthony Murano and I urge the full 9.6 mile implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

less cars on the Road, better bus
Run time for Riders/

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

Sincerely,

signature

contact address: 2424 Wilshire blvd / Apt 1114 / Los Angeles, Ca / 90057
email KillAnt1030@Hotmail.com phone: (213) 909-2893

Comments on Wilshire Boulevard Bus Rapid Transit EIR

October 23, 2009

Dear Metro, Los Angeles City, and Los Angeles County,

My name is Olavo Michel and I urge the full 9.6 mile implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

I work at the high schools in East L.A. frequently and strongly feel the implementing of a bus-only lane will greatly reduce my commute time and in turn be able to work more often

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

Sincerely,

Olavo Michel
signature

contact address: 3365 Keystone ave. Apt. 2 LA, CA 90034
email michel.olavo@gmail.com phone:

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

_____ de octubre, 2009

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

Mi nombre es Alvaro y urgo la implementación completa de 9.6 millas del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchísmimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

urge que el proyecto se de
in en marcha lo mas rápido
posible por que hay mucho
trafico y a nosotros como
pasajeros nos beneficia

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

Sinceramente,

firma

domicilio: 512 S Park View Street

correo electrónico: Alvaro.sam@yahoo.com no° teléfono:

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

_____ de octubre, 2009

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

Mi nombre es Jairo palacios y urgo la implementación completa de 9.6 millas del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchísmimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

me gustaria mucho que realizaran este proyecto porque ~~porq~~ utilizo el bus en la wilshire y gasto demasiado tiempo en bus demasiado trafico

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

Sinceramente,

firma

domicilio: 5263 [illegible]

correo electrónico: _____ no° teléfono: (213) 956 1226

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

_____ de octubre, 2009

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

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

Yo todo el tiempo uso el bus y mejoraría mi vida al llegar a donde tengo que ir,

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

Sinceramente,

Juana Martien
firma

domicilio:_____ no° teléfono: (213) 5316033

correo electrónico:_____

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

_____ de octubre, 2009

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

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

Yo utilizo esta calle para llegar al Hospital y esta proyecto alludara allegar pronto a mis citas medicas.

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

Sinceramente,

Maria Hernandez.
firma

domicilio: 1450 1st L.A. 90033 no° teléfono: 323) 2668890

correo electrónico: _____

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

23 de octubre, 2009

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

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

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

Sinceramente,

Jorge Flores

firma

domicilio: 745 (S) MAIN ST no° teléfono: —

correo electrónico: —

Comments on Wilshire Boulevard Bus Rapid Transit EIR

October 23, 2009

Dear Metro, Los Angeles City, and Los Angeles County,

My name is SILVANO DIAZ and I urge the full 9.6 mile implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

AMI me ayudara para llegar más pronto al trabajo.

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

Sincerely,

signature

contact address: 1141 S. FARFAX 90019.

email

phone: 323-807-7131

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

27 de octubre, 2009

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

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

Pienso que seria beneficioso

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

Sinceramente,

David Ortiz
firma

domicilio: 146 N. Normandie no° teléfono: 213 388-17-47

correo electrónico:

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

23 de octubre, 2009

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

Mi nombre es Luis Lomas y urgo la implementación completa de 9.6 millas del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchísmimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Tambien tomará menos tiempo para viajar de un lugar a otro y reducir el impacto ambiental por lo CFC's y el trafico.

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

Sinceramente,

Luis L.
firma

domicilio: 3683 Utah St. Los Angeles CA

correo electrónico: ——— no° teléfono: (323) 761-3596

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

21 de octubre, 2009

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

Mi nombre es Oreste Díaz y urgo la implementación completa de 9.6 millas del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchísmimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

pues como para mi este ~~bien~~ proyecto ~~porque yo necesito~~ me va ayudar mucho. espero que se pronto posible

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

Sinceramente,

firma

domicilio: 1141 S. Fairfax AVE APT 12

correo electrónico: 12 no° teléfono:

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

_____ de octubre, 2009

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

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

este lucha meba a ayudar mucho para llegar mas rapapido en mi trabajo on en la playa donde hoy

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

Sinceramente,

camilo pablo
firma

domicilio: 12 42 W6 St no° teléfono: 323 5 5294253

correo electrónico: _____

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

23 de octubre, 2009

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

Mi nombre es Sra. Marcos Fuentes y urgo la implementación completa de 9.6 millas del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchísmimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Yo utilizo mucho la linea 720 de la Wilshire y beneficia mucho porque durante el día esta muy congestionado de autos.

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

Sinceramente,

firma

domicilio: 1322 S. Catalina #16. L.A. C.A. 90006

correo electrónico: _____ no° teléfono: 213 3871873

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

23 de octubre, 2009

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

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

YO Luz y fam. utilizamos mucho esta ruta. Vaz 18-720. Y es muy defil. pues la mayor parte del tiempo hay desviacion, y llega uno tarde a su trabajo y escuela Atle Luz VELASCO.

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

Sinceramente,

Luz Marcela Velasco
firma

domicilio: 1141 W Kensington RD.L.A Ca 90026 no° teléfono: 213 858-8250 cell

correo electrónico: _____

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

23 de octubre, 2009

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

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

me va ayudar mucho para más rapido llegar amí destino

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

Sinceramente,

Blanca Peña
firma

domicilio: 1329 W 5th 90017 no° teléfono:

correo electrónico:

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 3, 2009

Dear Metro, Los Angeles City and Los Angeles County,

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

It will also help reduce congestion across all major lanes, intersections, and near by major transit quarters.

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

Sincerely,

signature

contact address: 630 S. Kemore, 90005 phone:

email

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 3, 2009

Dear Metro, Los Angeles City and Los Angeles County,

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

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

Sincerely,

signature

contact address: 427 S. Mariposa Ave #505 L.A., CA 90020 phone: (310) 916-8820
email dpollini@usc.edu

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 4, 2009

Dear Metro, Los Angeles City and Los Angeles County,

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

The full implementation of a public transportation system in LA that is actually ~~effective~~ efficient is crucial to the integration of the city (physical, racial, social, etc)

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

Sincerely,

signature

contact address: 90007 phone:

email

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 4, 2009

Dear Metro, Los Angeles City and Los Angeles County,

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

I would like a [illegible] only lane, specially on Wilshire Blvd.

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

Sincerely,

signature

contact address: [illegible] phone:

email

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 4, 2009

Dear Metro, Los Angeles City and Los Angeles County,

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

I am a student and I ride the bus weekly to get to my internship. I spend 4 hrs in transit everytime I go to my internship. I would really appreciate Bus-Only lanes because it would help shorten my travel time!

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

Sincerely,

Signature

contact address: 90007 phone:

email

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 4, 2009

Dear Metro, Los Angeles City and Los Angeles County,

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

I believe in supporting buses over trains. The buses tie our city together. I know trains seem better, and they perform valuable work, but if we sacrifice our buses, we will lose much of our city's fabric.

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

Sincerely,

signature

contact address: [redacted] 90027 phone: [redacted]

email graw@usc.edu

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 4th, 2009

Dear Metro, Los Angeles City and Los Angeles County,

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

Busses are cheap and so many people already use them. ~~This would help so~~ ~~Max~~ Cost/effectiveness ratio ~~for~~ ~~is the~~ makes so much sense.

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

Sincerely,

signature

contact address: W. 28th St Los Angeles 90007 phone:

email

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 4, 2009

Dear Metro, Los Angeles City and Los Angeles County,

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

as our city grows we need more transit options - this is an excellent option that I will use, I can attest to its success, having ridden a bus-only lane in Bogotá, Colombia.

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

Sincerely,

signature

contact address: 90007 phone:

email ashams07@gmail.com

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 4, 2009

Dear Metro, Los Angeles City and Los Angeles County,

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

[illegible]

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

Sincerely,

signature

contact address: [illegible] phone: [illegible]

email [illegible]

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 4, 2009

Dear Metro, Los Angeles City and Los Angeles County,

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

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

Sincerely,

Tani Ikeda

signature

contact address: 1438 W 28th St 90007 phone: 206-992-5276
email tani.ikeda@gmail.com

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 02, 2009

Dear Metro, Los Angeles City and Los Angeles County,

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

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

Sincerely,

signature

contact address: 1438 28th St 90007 phone:

email

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 4, 2009

Dear Metro, Los Angeles City and Los Angeles County,

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

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

Sincerely,

Telly Raven

signature

90007

contact address: [redacted] phone:

email telly raven@

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 4, 2009

Dear Metro, Los Angeles City and Los Angeles County,

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

I ride the bus often & fully support this plan. Thank you!

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

Sincerely,

Rachel Y

signature

contact address: 1438 W. 28th St
LA, CA 90007

phone: [redacted]

email

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 5, 2009

Dear Metro, Los Angeles City and Los Angeles County,

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

This is a good idea because less cars will be on the road and there will be less traffic because buses will not block lanes when they stop to pickup/drop off.

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

Sincerely,

signature

contact address: phone:

email ksyamash@usc.edu

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 5, 2009

Dear Metro, Los Angeles City and Los Angeles County,

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

Because bikes can share BRTs, I believe it will make Wilshire much more bike-friendly, providing even more mobility for residents who choose to travel by methods other than car or cannot travel by car.

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

Sincerely,

Rachel Finfer
signature

contact address: 90007 phone:

email bluesuedebox@yahoo.com

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 5, 2009

Dear Metro, Los Angeles City and Los Angeles County,

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

I think this project will greatly benefit L.A. residents who frequently use the buses.

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

Sincerely,

signature

contact address: 90007 phone:

email angelahu@usc.edu

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 05, 2009

Dear Metro, Los Angeles City and Los Angeles County,

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

PLEASE DON'T LET THE COMPLAINTS OF A FEW GET IN THE WAY OF THE PUBLIC'S WELL BEING AND L.A. BECOMING A BETTER CITY. THANKS.

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

Sincerely,

signature

contact address: 3416 1/2 WALTON AVE, LOS ANGELES phone: 650 269 2802

email kazeyama@usc.edu

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 6, 2009

Dear Metro, Los Angeles City and Los Angeles County,

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

We must be more sustainable to protect our future!

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

Sincerely,

signature

contact address: 10411 west 24th St. LA, CA 90007 phone: (562) 606-8402

email wastewar@usc.edu

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 6, 2009

Dear Metro, Los Angeles City and Los Angeles County,

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

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

Sincerely,

signature

contact address: already a member - 90005 phone:

email

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 7, 2009

Dear Metro, Los Angeles City and Los Angeles County,

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

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

Sincerely,

Deseree Fontenot

signature

contact address: 1335 Highland Ave, 91010 phone:

email dfontenot@gmail.com

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 7, 2009

Dear Metro, Los Angeles City and Los Angeles County,

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

I feel that one of the biggest factors in discouraging buses here is how long it takes + the buses being late. This measure would work to reduce this problem

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

Sincerely,

signature

contact address: 1438 W. 28th St. 90007 phone: 218-368-6682

email mwagner@usc.edu

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 7, 2009

Dear Metro, Los Angeles City and Los Angeles County,

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

Buses in LA, especially on Wilshire, take quite a while to arrive at their destination, so it would be really helpful in terms of time to have a bus-only lane on Wilshire.

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

Sincerely,

signature

contact address: 1254 S. Mullen Ave. LA, CA 90019 phone: 323-578-0703

email penagos@usc.edu

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 8, 2009

Dear Metro, Los Angeles City and Los Angeles County,

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

I support bus only lanes for the enviornmental and socio-economic benefits.

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

Sincerely,

signature

contact address: 1438 W. 28th phone: (310) 922-0271

email tganz@lclark.edu

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

23 de octubre, 2009

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

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

Pienso que esto esta muy bien
ojalá se lleve a cabo
esto es muy importante por
el bien de todos

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

Sinceramente,

firma

domicilio: 1719 S Bundy Dr. no° teléfono: 310 826 1063

correo electrónico:

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

23 de octubre, 2009

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

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

Yo te estoy muy de acuerdo

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

Sinceramente,

firma

domicilio: 817 Beacon ave. apto 15 90017 no° teléfono: 213-284 9020

correo electrónico:

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

23 de octubre, 2009

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

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

sera mejor para reducir la contaminación, ganar un poco mas de tiempo para los trabajadores y a sus trabajos,

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

Sinceramente,

Genaro Vazquez
firma

domicilio: 1044 W. 17th st. Apt #2 no° teléfono: (213) 663-3207
correo electrónico: momia_gva@live.com.

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 23, 2009

Dear Metro, Los Angeles City and Los Angeles County,

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

I think there should be a bus only lane to cut down on making people late for work, appts, etc. Also it would promote more people to ride the buses to get places.

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

Sincerely,

Gregory D. Williams

signature

contact address: 16628 Woodruff Ave #242 phone:

email Bellflower CA 90709

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

23 de octubre, 2009

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

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

Apoyo esta obra para el beneficio de los asuarios de autobuses y por el bien de todas las personas que trabajan a largas distancias.

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

Sinceramente,

firma

domicilio: 342 EDGEWARE RD #2 LA no° teléfono: 818 2773438

correo electrónico:

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

23 de octubre, 2009

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

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

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

Sinceramente,

BUENO
firma

domicilio: [illegible] no° teléfono: N/

correo electrónico:

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October _____, 2009

Dear Metro, Los Angeles City and Los Angeles County,

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

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

Sincerely,

signature

contact address: 90005 phone:

email mad_met@hotmail.com

Comments on Wilshire Boulevard Bus Rapid Transit EIR

October 23, 2009

Dear Metro, Los Angeles City, and Los Angeles County,

My name is Duyen Tran and I urge the full 9.6 mile implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

Bus-only lanes is a step toward creating a strong bus infrastructure that would address the city's awful environmental & public health problems. It would reduce car use and help clean up the low air quality

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

Sincerely,

Duyen Tran
signature

school address

contact address: 1020 Columbia Avenue Box. 942 Claremont, CA 91711
email dtran@scrippscollege.edu phone: 9099195706

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

06 de octubre, 2009

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

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

LOS BENEFICIOS DE UNA CARRIL PARA LOS AUTOBUSES SON INCOMPARABLES. MEJOR SALUD, MAS GENTE UTILIZANDO TRANSPORTE PUBLICO, Y MENOS TRAFICO. PERO MAS QUE NADA, TOMAREMOS UN GRAN PASO PARA MEJORAR EL ESTILO DE VIDA EN LOS ANGELES.

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

Sinceramente,

firma

domicilio: 435 S. ALEXANDRIA AVE #408 no° teléfono: 562-522-6910

correo electrónico: ALVAROS@USC.EDU

Amanda Alvarez
akalvar@usc.edu
90007

Please support the full scope of the Wilshire Bus Rapid Transit Project to reduce congestion and greenhouse gas emissions.

Mehdi Bahadori
mabahado@usc.edu
Zip Code: 90007

~~Bus Rapid Transit~~

Please support the full scope of Bus Rapid Transit project.
Thank you.

Wilshire Bus Rapid Transit (BRT) Project Input

Name: Gabriela Gutiérrez

Organization:

Email: gmguti@gmail.com

Address: 5238 TOWNSEND AVE

City, Zip: LA CA 90041

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Wilshire Bus Rapid Transit (BRT) Project Input

Name: TYLER KNOX

Organization: Environment California

Email: tylerskrox@gmail.com

Address:

City, Zip: N/A

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Wilshire Bus Rapid Transit (BRT) Project Input

Name: Julian Petrakilos

Organization: The "Fund"

Email:

Address: 1259 N Bidwell Ave.

City, Zip: Los Angeles 90025

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Wilshire Bus Rapid Transit (BRT) Project Input

Name: Glynnis Hickenson

Organization: Environment California

Email: glynnis.hickenson@gmail.com

Address: 1250 Holt Ave.

City, Zip: LA 90023

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Wilshire Bus Rapid Transit (BRT) Project Input

Name: Colleen Heider
Organization: environment California
Email: Cheider@fundstaff.org
Address: 1616 Delta St #106
City, Zip: Los Angeles, CA 90026

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Wilshire Bus Rapid Transit (BRT) Project Input

Name: Cristi Earnshaw
Organization: Environment California
Email: earnshaw@charmayinhome.com
Address: 330 N. Screenland Dr. #318
City, Zip: Burbank, CA 91505

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Wilshire Bus Rapid Transit (BRT) Project Input

Name: Natalie Poston
Organization: Environment California
Email: poston.natalie@gmail.com
Address: 4634 Prospect Ave
City, Zip: Los Angeles, CA 90027

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Wilshire Bus Rapid Transit (BRT) Project Input

Name: Cristina Quiñones

Organization: Environment California

Email: Coopyque@gmail.com

Address: 5729 Tilden Ave Apt C

City, Zip: Sherman Oaks, 91401

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Wilshire Bus Rapid Transit (BRT) Project Input

Name: Bryan Tucker

Organization: Human Rights Campaign (The Fund for Public Interest)

Email: brandnewlife53@yahoo.com

Address: 4055 Lankershim blvd apt. 409

City, Zip: Studio City, 91604

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Wilshire Bus Rapid Transit (BRT) Project Input

Name: Laura Simanonok

Organization: Human Rights Campaign (The fund)

Email: lsimanonok@fundstaff.org

Address: 3435 Wilshire Blvd #380

City, Zip: LA Ca 90010

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Wilshire Bus Rapid Transit (BRT) Project Input

Name: Billy Cruz

Organization: Human Rights Campaign
the Fund for the Public Interest

Email: [illegible]

Address: 1643 Ashford Ave

City, Zip: 90021

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Wilshire Bus Rapid Transit (BRT) Project Input

Name: Jordan Brady

Organization: Human Rights Campaign

Email: jordan-patrick@hotmail.com

Address: 232 Berendo St, LA, CA, 90010

City, Zip: Los Angeles, 90010

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Wilshire Bus Rapid Transit (BRT) Project Input

Name: Isis Enriquez
Organization: Calpirg
Email: isistepoz@aol.com
Address: 424 Veteran #408
City, Zip: Los Angeles C.A. 90024

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

I don't have a car so I rely on public transportation, this project would be ideal to improve our transportation. I and hundreads of others would benift from this, and I fully support this.

Wilshire Bus Rapid Transit (BRT) Project Input

Name: Margaret Howe
Organization: CALPIRG
Email: howe.margaret@gmail.com
Address: 1250 S. Holt #103
City, Zip: Los Angeles, CA 90035

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

I want to take the bus more!

Wilshire Bus Rapid Transit (BRT) Project Input

Name: CAMERON J. QUINN
Organization: SMC STUDENTS FOR SOCIAL JUSTICE
Email: CAMSTAQUNN@GMAIL.COM
Address: 11811 AVON WAY #3
City, Zip: LOS ANGELES, 90066

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

BUS LANES TO THE PEOPLE!

Wilshire Bus Rapid Transit (BRT) Project Input

Name: NATASHA GORODNITSKI
Organization: SMC ASSOCIATED STUDENTS, DIRECTOR OF SUSTAINABILITY
Email: SMC.AS.SUSTAINABILITY@GMAIL.COM
Address: 11811 AVON WAY #3, ~~LA, CA~~
City, Zip: LOS ANGELES, 90066

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Not to mention shifting L.A. residents to be less dependent on their cars!

Wilshire Bus Rapid Transit (BRT) Project Input

Name: Michael Jacobs
Organization: CalPIRG
Email: michael_iks-jacobs@yahoo.com
Address: 611 W. Olive St.
City, Zip: Inglewood 90301

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Wilshire Bus Rapid Transit (BRT) Project Input

Name: Guo ShiQiao
Organization: Calpirg
Email: guoshiqiao19900715@hotmail.com
Address: 1428, 15th Street Santa Monica, 90404
City, Zip: Santa Monica, 90404

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Wilshire Bus Rapid Transit (BRT) Project Input

Name: Chen Jing
Organization: Cal Pirg.
Email: cathe213@hotmail.com.
Address: 1428. 15th St. #201. ~~SM. CA. 90404.~~
City, Zip: Santa Monica. CA. 90404.

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Wilshire Bus Rapid Transit (BRT) Project Input

Name:

Organization:

Email:

Address:

City, Zip:

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Wilshire Bus Rapid Transit (BRT) Project Input

Name: Erez Miller
Organization: CalPIRG
Email: erezjmiller@gmail.com
Address: 10919 Strathmore Dr. Apt #1 ~~Los Angeles 90024~~
City, Zip: Los Angeles 90024

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Wilshire Bus Rapid Transit (BRT) Project Input

Name: Carla Orendorff
Organization: SMC Calpirg
Email: Inodelle@gmail.com
Address: 18319 Hart St Apt #12
City, Zip: Reseda, 91335

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

I am a student who takes the bus from my school is Santa Monica to my work in Downtown LA and back to where I live, in the San Fernando Valley. The worst part of my commute is the 2 hours it takes me to get from Santa Monica to Downtown LA. I love my city which is why I travel - there are so many opportunities but no fast, reliable public transportation to connect me to where I need to go in LA.
A Wilshire Bus-Only lane would cut

Wilshire Bus Rapid Transit (BRT) Project Input

Name: Elsa Dannerstedt
Organization: SNC Calpery
Email: elsatd@hotmail.com
Address: 10 Regal Drive
City, Zip: Mission Viejo, 92692 CA

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Wilshire Bus Rapid Transit (BRT) Project Input

Name: Deniz Aşkin
Organization: Calpirg
Email: deniz199049@gmail.com
Address: 824 Bay street
City, Zip: San fu Monica 90405

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Wilshire Bus Rapid Transit (BRT) Project Input

Name: ERIC NISSEN
Organization: CalPIRG, SMC
Email: Comedy3690@aol.com
Address: 4110 Marquesas Way #B
City, Zip: Marina Del Rey, CA 90292

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Wilshire Bus Rapid Transit (BRT) Project Input

Name: Avery Roper
Organization: CALPIRG
Email: avery-roper1@yahoo.com
Address: 1551 North Serrano Ave
City, Zip: Los Angeles, CA

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Wilshire Bus Rapid Transit (BRT) Project Input

Name: BHARATH TRIPURANENI
Organization:
Email: bharathtbcc@GMAIL.COM
Address: 7960, RESEDA BLVD, APT #213, RESEDA.
City, Zip: 91335

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Wilshire Bus Rapid Transit (BRT) Project Input

Name: AARON COLON
Organization: CALPIRG
Email: AARON.COLON@gmail.com
Address: 1051 FINROD CT
City, Zip: Westlake VLG, CA 91361

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Wilshire Bus Rapid Transit (BRT) Project Input

Name: Yolanda Torres
Organization: SMC
Email: Yoly-pink6@yahoo.com
Address: 1416 E 41 PL.
City, Zip: Los Angeles, CA. 90011

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Wilshire Bus Rapid Transit (BRT) Project Input

Name: Peter Cuzul
Organization: SMC
Email: Cuzul21@yahoo.com
Address: 2729 Wynwood Lane
City, Zip: Los Angeles, 90023

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Wilshire Bus Rapid Transit (BRT) Project Input

Name: Jarret Lombard
Organization:
Email: daze.dof310@aol.com
Address: 484 west 64th st.
City, Zip: Inglewood 90302

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Wilshire Bus Rapid Transit (BRT) Project Input

Name: Ricardo Henriquez
Organization: CalPirg
Email: blinkingpacman80@yahoo.com
Address: 1231 West Blvd apt #302 1
City, Zip: Los Angeles CA, 90019

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Wilshire Bus Rapid Transit (BRT) Project Input

Name: James Acosta
Organization: SMC
Email: AlanSheen2000@aol.com
Address: 1502½ S. Cochran Ave.
City, Zip: L.A., 90019

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Wilshire Bus Rapid Transit (BRT) Project Input

Name: Cesar Acosta
Organization: SMC
Email: Tetsuya2015@aol.com
Address: 1502 1/2 Cochran Ave
City, Zip: Los Angeles, CA 90019

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Wilshire Bus Rapid Transit (BRT) Project Input

Name: Charlene Avila
Organization: SMC
Email: charlene.n.avila@gmail.com
Address: 2121 Beloit Ave. #312 Los Angeles CA
City, Zip: 90025

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Wilshire Bus Rapid Transit (BRT) Project Input

Name: KYLE SZESNAT
Organization: CALPIRG
Email: ny-crackr@yahoo.com
Address: 6 VISTA TERRACE
City, Zip: PACIFIC PALISADES, 90272

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

HELP PUBLIC TRANSIT GROW!!!

Wilshire Bus Rapid Transit (BRT) Project Input

Name: Lali Ramirez
Organization: Calpirg
Email: tzitlali@gmail.com
Address: 1900 Pico Blvd.
City, Zip: Santa Monica, CA 90405

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Make Buses more available every 10 min.

Wilshire Bus Rapid Transit (BRT) Project Input

Name: Sharouna Simhaei
Organization: CALPRIG
Email: sharonaSimhaei@yahoo.com
Address: 1122 S. Clark Dr. #1 LA, CA 90035
City, Zip: LA, CA 90035

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

☺

Wilshire Bus Rapid Transit (BRT) Project Input

Name: Mu-Hsuan Chang
Organization: CALPIRG
Email: alexchiang2@hotmail.com
Address: 1054 17th St.
City, Zip: Santa Monica, CA 90403

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Wilshire Bus Rapid Transit (BRT) Project Input

Name: Stephanie Calderon
Organization: CALPIRG
Email: stephcald@gmail.com
Address: 2515 1/2 2nd Ave
City, Zip: Los Angeles, CA 90018

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Wilshire Bus Rapid Transit (BRT) Project Input

Name: Felipe Carbonell

Organization: CALPIRG

Email: fcarbonell@gmail.com

Address: 2029 Olympic Blvd

City, Zip: Santa Monica, CA 90404

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Wilshire Bus Rapid Transit (BRT) Project Input

Name: Kevin Zhang
Organization: CALPIRG
Email: kevinz717@hotmail.com
Address: 3700 S. Sepulveda Blvd Apt #236
City, Zip: CA 90034

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Wilshire Bus Rapid Transit (BRT) Project Input

Name: Abhi Lalchandani
Organization: SMC
Email: Bitlet15@Hotmail.com
Address: 2366 Greenfeild Ave.
City, Zip: Santa monica, 90064

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Wilshire Bus Rapid Transit (BRT) Project Input

Name: Billy Cho
Organization: SMC
Email: billycho@hotmail.com
Address: 1918A 22nd st
City, Zip: Santa Monica 90404

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Wilshire Bus Rapid Transit (BRT) Project Input

Name: John Liptow
Organization: SMC
Email: Kingdom-Eternal@Hotmail.com
Address: 1502 7th Avenue, #258
City, Zip: Santa Monica 90401

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Wilshire Bus Rapid Transit (BRT) Project Input

Name: Vince Sleum
Organization:
Email: vsleum@gmail.com
Address: 506 Landfair Ave
City, Zip: Los Angeles 90024

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Wilshire Bus Rapid Transit (BRT) Project Input

Name: Allisan Poland
Organization: SMC/Calpirg
Email: DizzyKitty549@yahoo.com
Address: 1155 wellesley Ave #102
City, Zip: Los Angeles, CA 90049

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Wilshire Bus Rapid Transit (BRT) Project Input

Name: Yenifer Galicia
Organization: SMC
Email: yenifergalicia@att.net
Address: 513 N. St. Andrews Pl.
City, Zip: L.A 90004

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Wilshire Bus Rapid Transit (BRT) Project Input

Name: Robert Railton
Organization:
Email: www.robertrailton@Gmail.com
Address: 907 Pico Blvd
City, Zip: Santamonica CA 90265

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Wilshire Bus Rapid Transit (BRT) Project Input

Name: Yucheng, Shi
Organization: Calpirg
Email: tim19900820@hotmail.com
Address: 535 S. Alexandria Ave #105
City, Zip: LA, CA, 90020.

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Wilshire Bus Rapid Transit (BRT) Project Input

Name: Chyna Tucker
Organization: SMC
Email: ChynaTown89@yahoo.com
Address: 0515 Bryinhurst Ave
City, Zip: Los Angeles, CA, 90043

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Wilshire Bus Rapid Transit (BRT) Project Input

Name: Sukeida Jones
Organization: SMC
Email: SSUKeida@yahoo.com
Address: 6415 Brynhurst
City, Zip: Los Angeles, 90043

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Wilshire Bus Rapid Transit (BRT) Project Input

Name: Ashley Park
Organization: SMC.
Email: yeasic@hotmail.com
Address: 1446 Armacost Ave #207.
City, Zip: LA, CA, 90025.

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Wilshire Bus Rapid Transit (BRT) Project Input

Name: Emely Guevara
Organization: SMC CalPIRG
Email: happyemely17@yahoo.com
Address: 1301 W. 60th St.
City, Zip: Los Angeles CA. 90044

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Wilshire Bus Rapid Transit (BRT) Project Input

Name: Elizabeth Naghien
Organization: Santa monica college.
Email: elliecebellie@aol.com
Address: 5530 irondale ave
City, Zip: woodland hills, CA 91367

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Wilshire Bus Rapid Transit (BRT) Project Input

Name: Yasmine Noghrey
Organization: SMC
Email: FrizzyFreak911@aol.com
Address: 4886 Sepulveda Blvd
City, Zip: Sherman Oaks, CA

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Wilshire Bus Rapid Transit (BRT) Project Input

Name: Samuel CORREA

Organization: SMC

Email: CORREA020667@Hotmail.com

Address: 665 1/2 W. RIGGIN ST

City, Zip: Monterey Park CA 91754

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows. Also Metro train to SMC. college to Union Station Downtown ~~as~~ A good thought?

Wilshire Bus Rapid Transit (BRT) Project Input

Name: Jesse Ruiz
Organization: Santa Monica College - Student
Email: jesse_ruiz@att.net
Address: 5950 Templeton St.
City, Zip: Huntington Park, 90255

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Wilshire Bus Rapid Transit (BRT) Project Input

Name: Phillip L.

Organization: SMC

Email:

Address:

City, Zip:

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Wilshire Bus Rapid Transit (BRT) Project Input

Name: Juan Lopez

Organization: SMC

Email:

Address:

City, Zip:

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Wilshire Bus Rapid Transit (BRT) Project Input

Name: Daniel Cristobal

Organization: SMC

Email:

Address:

City, Zip:

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Wilshire Bus Rapid Transit (BRT) Project Input

Name: Saulki Seo

Organization: SMC Student

Email:

Address:

City, Zip:

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Wilshire Bus Rapid Transit (BRT) Project Input

Name: Clinton Gramajo
Organization: SMC
Email:
Address:
City, Zip:

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Wilshire Bus Rapid Transit (BRT) Project Input

Name: Sam Farrier

Organization: SMC

Email:

Address:

City, Zip:

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Wilshire Bus Rapid Transit (BRT) Project Input

Name: Tee Nava

Organization:

Email: DJTeenava@Gmail.com

Address: 1221 S. Fairfax Ave

City, Zip: Los Angeles CA 90019

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Wilshire Bus Rapid Transit (BRT) Project Input

Name: HARVEY EDER
Organization: PUBLIC SOLAR POWER COALITION / CALPIRG & ECO-ACTION CLUB, SANTA MONICA COLL.
Email: harveyederpspc@yahoo.com
Address: 1218 12TH ST. #25
City, Zip: SANTA MONICA CA. 90401

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

+ PHASE OUT NAT. GAS BUSES THEY CAUSE AS MUCH OR TO 70% MORE GLOBAL WARMING GASES AS OTHER FOSSIL FUELS - METHANE CH4 HAS 25X THE GW IMPACT AS CO_2 - CONVERT TO SOLAR ELECTRIC, SOLAR HYDROGEN & OR SOLAR COMPRESSED AIR. THE SUN MAKES THE WIND BLOW, THE WATER FLOW & THE PLANTS GROW IT'S THE ENGINE OF OUR ECOSYSTEM!

Wilshire Bus Rapid Transit (BRT) Project Input

Name: Arron Baptist
Organization: CALPIRG
Email: arron.baptist@yahoo.com
Address:
City, Zip: Los Angeles, California

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Wilshire is very congested and always busy.

Wilshire Bus Rapid Transit (BRT) Project Input

Name: Evelina Weary
Organization: SMC CalPIRG
Email: weary.evelina@gmail.com
Address: 825 25th St. #4
City, Zip: Santa Monica, CA 90403

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Wilshire Bus Rapid Transit (BRT) Project Input

Name: Nick Finken
Organization: Cal-Pirg
Email: NickFinken@Gmail.com
Address: 3462 Mentone Ave. #202
City, Zip: Los Angeles CA. 90034

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

As a student at SMC & a member of Cal Pirg, I know how hard it is to get through the city as it is now, & how much polution is created from all the cars on the road. I believe a dedicated bus lane will fix a larg part of both these problems.

Wilshire Bus Rapid Transit (BRT) Project Input

Name: Unique Battle
Organization: Cal Berg
Email: Ubattle 2@Hotmail.com
Address: 1853 Lincoln Blvd
City, Zip: Santa Monica Ca 90291

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows. I feel that this will help the [illegible] of Parking.

This is also a good Idea because I feel more people will [illegible] the bus and it would help the environment

Wilshire Bus Rapid Transit (BRT) Project Input

Name: Frank Osorio

Organization: Calpirg

Email: osorio.frog@sbcglobal.net

Address: 3851 Cimarron St. LA, CA

City, Zip: 90062, LA

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Yes I fully agree for it will help in transit & global warming issue that support & contribute to our global crisis.

Wilshire Bus Rapid Transit (BRT) Project Input

Name: Sebastian Blanc
Organization: CalPing
Email: blancsebastian@gmail.com
Address:
City, Zip: Los Angeles, 90025

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

The easier the better. Making public transit, bus lines, more easily accessible and more convenient to use will motivate people to ~~take~~ ride the bus. This will obviously reduce traffic congestion and instore environment friendly habits in people lives.
Think convenient, think about our future.

Wilshire Bus Rapid Transit (BRT) Project Input

Name: Marco Lopez

Organization: ~~Carlpirg~~ calpirg

Email: marco.lopez@yahoo

Address:

City, Zip: LA, 90037

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows. There is to much traffic and polution and it talles me a long time to get to school

Wilshire Bus Rapid Transit (BRT) Project Input

Name: Julie Ann Driver-Jordan
Organization: CAL-PIRG
Email: jadjordan09@gmail.com
Address: 6358 Arlington ave
City, Zip: Los Angeles, California, 90043

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

This will totally benefit less traffic.. It is a very smart idea.

Julie Ann Driver - Jordan

Wilshire Bus Rapid Transit (BRT) Project Input

Name: Kevin Kurtzman
Organization: Cal Ping
Email: Kevin.Kurtzman3@gmail.com
Address: 11509 Venice Blvd. #7
City, Zip: Los Angeles, CA 90066

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Transportation is responsible for 40% of emissions released into the atmosphere. That is unacceptable and this would help prevent that.

Wilshire Bus Rapid Transit (BRT) Project Input

Name: Gianne Carlo Nolangan
Organization: ~~[illegible]~~ CALPIRG
Email: GianneCarloN@gmail.com
Address: 320 N. Bonnie Brae St.
City, Zip: Los Angeles, 90026

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Wilshire Bus Rapid Transit (BRT) Project Input

Name: SAEK LOPEZ
Organization: ~~[illegible]~~ /CALPIRG
Email: Peru-lpz@yahoo.com
Address: 3024 S. Norton Ave
City, Zip: 90010

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

The Wilsher Bus Rapid Transit Project is a great project, in my opinion, because it keeps the Wilsher streets smooth, nice, and will prevent some accidents. Also, such project will show our L.A. streets to be well conserved.

Wilshire Bus Rapid Transit (BRT) Project Input

Name: Johnnie Mollin

Organization: ~~Healthcare~~ Calping

Email: Johnniemol@yahoo.com

Address: 1247 19th st

City, Zip: 90404

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows. to ensure less cars and safe available transit across this outstretched City. Take cars off the road, lower carbon emission.

Blake Fan
90007
blakefan@gmail.com

Please support the BusRapid Transit Project. Traffic in L.A. is simply a nightmare!

Brian Rodysill
90007 rodysill@usc.edu

Please support the full scope of the Wilshire Bus Rapid Transit Project to reduce congestion long term and reduce carbon emissions.

First Name: Xi (Lisa)
Last name: Zhao
Zip Code: 90007
E-mail: xizhao@usc.edu

Plz support the Wilshire Busiopia Transit Project
full scope of

We do need more public transportation.

Ariana Verdu
zip code : 90007
ariana.verdu@gmail.com

Please support the full scope of the bus rapid transit project. It will not only create thousands of jobs but also reduce green house emissions.

David Christophe 90007 dhchr@usc.edu

Please support the full scope of the Bus Rapid Transit project, as it will help reduce greenhouse gas emissions.

Please support the full scope of Wilshire Bus Rapid Transit Project.

Also, please support the Employee Free Choice Act.

Max Hoiland
hoiland@usc.edu
90007

Please support the full scope of the Wilshire Bus Rapid Transit project.

Juliet Schwartz
jules291@gmail.com
zip code: 90007

Carson Chin
90007
carsonch@usc.edu

Please support the full scope of the Wilshire Bus Rapid Transit Project.

My name is Susan Guadarrama, I live in the 90007 area and I support the full scope of Bus Rapid Transit Project.

Zapid
from
which

Kyle Raines
kraines@usc.edu
Zip: 90007

Please support the full scope of the Wilshire Bus Rapid Transit Project. Public transit is crucial to reduce traffic congestion and harmful carbon emissions.

Please support the full scope of the Willshire bus rapid transit project.

Thanks!
Marina Tolchinsky
marina.tolchinsky@gmail.com
Zip Code 90007

Fei Fei Long
91007. longfeifei_cz@msn.com.

please Support the full scope of Bus Rapid Transit project.

Hanlin Jiang 90089 hanlinji@usc.edu

Please support the full scoop of the Wilshire Bus Rapid Transit Project, to reduce congestion long term and reduce carbon emissions

Yvette Ferrer 90007 yferrer@usc.edu

Please support the full scope of the Bus Rapid Transit Project to reduce traffic, improve LA smog, and improve the enviornment. Stop build more roads, its not the solution more public transit it.

Eliana Mata
90007
scoochic311@aol.com

Please support the full scope of the Wilshire bus rapid transit project.

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

October 21, 2009

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

INTRODUCTION - We often hear the saying, "It doesn't take a rocket scientist to understand this." The Wilshire Boulevard Bus Rapid Transit (WBRT) proposal is very complex, does take a rocket scientist, and I am one. Before I retired as Chief Scientist, Hughes Aircraft Company, Space and Communications Group, Systems Laboratories Directorate, I designed even more complex space satellite systems. For example, I was the chief architect of a proposal, in cooperation with CalTech, to put a radio telescope in a crater on the back side of the moon. (I have provided a current resume of as Appendix I.)

The WBRT project must satisfy a combination of social, political, construction engineering, traffic engineering, safety engineering, and environmental engineering requirements. In this letter, I will attempt to outline the problems and propose some solutions.

I am a Professional Engineer, registered with the State of California. I am a member of both the Westwood Homeowners Association and the Comstock Hills Homeowners Association. I was formerly a Vice President of each. I am currently a Director of the Comstock Hills Association, however, this letter does not represent the official position of either organization. I live within half a mile of Wilshire Boulevard in Westwood.

The MTA Notice of Preparation (NOP) starts its history in 2008. To me this is indeed Deja Vu all over again. So much so that I have appended my letter of June 15, 2000 (Appendix H.) as published in the MTA 2001 Final EIR for the Wilshire Bus Rapid Transit project. I also include the first four pages of that FEIR as Appendix C. This project has a much longer history than has been made apparent. The past studies (e.g. Appendix G - DOT Report to Council) and tests should not be ignored but used to guide the current effort. My letter of 2000, by itself, could be a valid response to this request for input with little changed but the date. However, in this letter I will update that nine year old response to accommodate the more recent changes.

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

1. Why the entire concept is faulty and should be delayed to allow a more comprehensive analysis of costs, benefits, and impacts.

2. Why the Westwood corridor should once again be excluded as it was in the Final EIR of 2001.

3. Why, of the several "build" alternatives presented, the alternative to retain the existing jut-outs in the Westwood corridor is the least damaging alternative.

In addition, I wish to incorporate by reference the letters submitted by the Holmby Westwood Homeowners Association and the Comstock Hill Homeowners Association ,and the Los Angeles City Council File on this topic, Council File 03-2337-S1.

I also call to your attention the set of briefing charts I include as Appendix A and reference in the discussion to follow. These briefing charts present both the historical record of how this project has progressed from the year 2000 and the evidence for how and why the project is faulty.

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

A. The Curitiba Premise and Problems - As detailed in the briefing charts appended, this concept started in the 1980s with a visit to Curitiba, Brazil by Zev Yaroslavsky, now LA County Supervisor. The Supervisor was shown a well functioning bus only lane system soon after it was inaugurated. What he did not see was the analysis made soon thereafter which showed that the system was breaking down because of interference with increasing levels of automobile traffic and that even the initial success was based on much larger buses with a fare prepayment system and multiple doors which allowed the entire load of 270 passengers to enter and exit very quickly, much like a subway system. These assertions are documented both in the briefing charts and in the report by Darrell Clarke dated June 23, 2000, which is also submitted as Appendix B.

B. The Rosendahl Test - As documented in the briefing charts and Appendices E and F, Los Angeles Councilman Bill Rosendahl requested a test of the concept in his 6th Council District. The results were so catastrophic that he soon moved in the LA City Council that the test be stopped immediately. An analysis by the Los Angeles Department of Transportation (LADOT) provided the explanation. Just as in Curitiba, the delays in automobile traffic which resulted from the bus only lanes caused all lanes, bus lanes included, to bog down. Traffic diverted miles north and south to Sunset Boulevard and to Santa Monica Boulevard, causing a ripple of delays spreading outward from the tiny test zone.

C. The LADOT Analyses - At the request of Council, the LADOT conducted a series of analyses of the impact of instituting bus only lanes on traffic flow (e.g. Appendix G). Again the results were catastrophic. Delays at Fairfax were calculated at 109% increase. Delays at Beverly Glen were calculated at 124% increase. The only mitigations available seem to be diverting traffic onto alternate streets, many residential streets. However, even with these diversions onto residential streets the increased delays remain at serious levels (e.g. 69% increase at Beverly Glen).

D. Mitigation Costs - The 2001 County MTA FEIR pointed out that mitigations of the deleterious effects of instituting bus only lanes would be necessary. However, the approach contained in the EIR was that the impacts should be evaluated after the bus lanes were in place and that mitigations should

then be made and paid for by the City of Los Angeles. The shift of responsibility from County to City should not be allowed in the current EIR.

E. Performance - The studies and analyses which led up to the 2001 FEIR claimed that instituting the bus only lanes would improve total transportation passenger service by 41%. However, the studies were flawed in that they compared apples to oranges. They compared bus capacity (135 passengers) to car ridership (1.32 total). A more fair comparison would have been bus capacity to car capacity. Under these conditions, the dedicated bus lanes result in a 7 % decrease in total passenger service. This is documented in the briefing included as Appendix A.

The current study must guard against the possibility that the self interests might bias the results. The studies and preparation of the EIR should be conducted by an independent agency or, at the least, be reviewed and critiqued by independent practitioners before publication.

F. Effect on Bus Rider Traffic - The basic assumption of the previous studies has been that the original Curitiba experience could be duplicated in Los Angeles. As described in Section A above, the Curitiba system started to break down soon after it was so highly touted to Los Angeles visitors. The LADOT has made some studies to determine the effect on automobile traffic. The Rosendahl Test may be considered a pilot run to demonstrate such effects. What is needed is a very accurate computer simulation to determine whether and how much the bus rider's travel time will be helped by bus only lanes, supplemented by a pilot run to test the validity of the computer model.

Without an accurate prediction of bus rider improvement, the claims of vastly improved bus service may be deluding bus riders. Bus service is poor. Will this idea really help, or will the effect on automobile traffic so bog down intersections that the busses themselves will be mired in traffic? (See the report on the Curitiba experience in Appendix B.) Are the bus riders willing to take the word of the agency that has been failing them for years?

Summary - The basic premise of the Wilshire Bus Rapid Transit (bus only lane) Proposal is that dedicated bus lanes will increase the speed of buses in all segments of the corridor and therefore will increase the service of the buses to its ridership. At the same time it is promised that the reduction in automotive passengers will be overcome by the increase in total passengers carried by the combination of buses and passenger cars. Much of this argument has been shown to be in error and the remainder is not proven. Before this project is approved, the errors in past studies and study methodologies must be corrected, definitive studies must be done to demonstrate that the claimed benefits are real, that the bus ridership will actually be helped, that the total transportation ridership will be increased, that the deleterious impacts on automobile traffic will be mitigated, that the deleterious effects on residents living on and adjacent to the Wilshire corridor can be mitigated, and that the cost of the mitigations are accommodated within the project cost budget.

II. The Westwood Corridor Should be Excluded as it was in 2001.

The briefing charts (Appendix A) reproduce a portion of page 4 of the 2001 FEIR, also shown in original form in Appendix C-4. The studies performed by the MTA staff resulted in their reaching the conclusion that the Westwood corridor was the only portion of the Wilshire corridor in which

busses were able to run at maximum speeds and that bus only lanes were not necessary. They found that the potential for significant cut through traffic, most clearly at Comstock Avenue but likely at many locations in the residential Westwood corridor, was great. They found that the reduction in parking along the Westwood corridor would greatly impact residents. The combination of serious negative impacts and negligible positive benefit led them to exclude the Westwood corridor in 2001. This exclusion was confirmed in the Metro letter to Councilperson Gruel in 2006 (Appendix D).

In 2009 traffic still moves far better in this segment than anywhere else along the Wilshire corridor. The potential for cut through traffic and the impact of reduced parking remains serious. Conditions have not changed and the result of any unbiased study will also remain the same.

III. Of the Alternatives Presented, Retention of the Jut-outs in Westwood is the Least Damaging

If only the Westwood corridor segment is considered, and one has to choose among the "build" alternatives presented in the NOP, then alternative 2 is preferred. As described in the NOP:

"ALTERNATIVES: ...(2) the existing "jut-outs" on the north and south sides of Wilshire Boulevard between Comstock Avenue and Malcolm Avenue would be retained, and the existing curbside traffic lane would be converted to a bus lane in each direction ..."

In the local Westwood corridor between Westwood Village and Comstock, two major impacts are created by the base plan, impacts on the residents of the condominium buildings on Wilshire and on those who live on the adjacent residential streets.

A. Impacts on Condominium Residents - In general the condominiums on Wilshire back up against single or multiple family residences. In most cases there are no alleys at the rear of the condominiums. Seldom are there loading docks or parking spaces for delivery trucks. They rely on the parking spaces on Wilshire for deliveries. The "jut-outs" protect the "cut-ins" so parking is possible on the boulevard. Removal of the jut-outs to allow widening of the street to add a bus lane removes these necessary parking spaces.

B. Impacts on the Wilshire Adjacent Residents - As was well documented in the LADOT report on the Rosendahl Test (Appendix E), and on other occasions such as installation of fiber optic cables on Wilshire Boulevard, as described in the briefing charts (Appendix A), when the curb lanes of Wilshire Boulevard have been denied to traffic, tremendous traffic jams have occurred. As a result, traffic has diverted to adjacent (and not so adjacent) streets. Along the Westwood corridor, almost all the adjacent streets are residential, and most are single family residential streets. Harried commuters seeking relief from traffic jams often speed and fail to observe stop signs in these residential neighborhoods. They present a clear danger to the children in our neighborhoods.

One extremely vulnerable location is the intersection at Comstock Avenue. To the west, Wilshire Boulevard is three lanes in either direction but the right-of-way is wide enough for four or more lanes. To the east, through the Los Angeles Country Club and Beverly Hills, the right-of -way narrows to allow only the three existing traffic lanes. If the jut-outs are removed and the Boulevard

is expanded to four lanes to the west of Comstock, this will allow three mixed traffic lanes plus a dedicated bus lane. To the east of Comstock, the dedicated bus lane must reduce the mixed flow lanes to two, creating a major problem.

Under these circumstances (jut-outs removed) automobile traffic flowing east from Westwood to Beverly Hills will experience a bottleneck as traffic is squeezed from three, down to two lanes. The natural escape route for these harried rush hour commuters is to take Comstock and Club View Avenues, both single family residential streets with children, to Santa Monica Boulevard and thence to reconnect to eastbound Wilshire in Beverly Hills where three traffic lanes will again be available. Instituting a deliberate narrowing at Comstock which encourages commuter traffic to divert to single family residential streets is a tragic disaster in the making, with the potential for consequent legal actions against the City and the MTA a foregone conclusion.

Of the three build alternatives presented, only number 2, to retain the jut-outs, can prevent this. The No Project Alternative will also protect against this potential disaster.

Having pointed out some of the problems associated with the Wilshire Bus Rapid Transit Project as presently conceived, I feel obligated as a Professional Engineer to offer more solutions than I have suggested in this short letter. Therefore I offer my services as a part time consult, without charge, to review the study and its methodology, to determine whether this proposed project will be effective, what its costs will be, and whether its benefits make the project worthwhile from the perspective of the society, politics, and the engineering.

Sincerely yours,

Charles Edelsohn, PE

Appendices

Appendix A	Briefing Charts
Appendix B	Report on the Curitiba, Brazil Bus Only Lane System
Appendix C (1-4)	2001 MTA FEIR pages
Appendix D	Metro Letter to Councilperson Gruel
Appendix E	LADOT Letter to Councilperson Gruel
Appendix F	Councilman Rosendahl Motion to Council
Appendix G	LADOT Report to Council
Appendix I	Resume

WILSHIRE BUS RAPID TRANSIT

THE PHOENIX RISES

Charles Edelsohn

15 October, 2009

Wilshire BRT Issues – October 2009

Some of the traffic problems:

- Per LADOT - It will greatly increase delays at critical intersections.
- It will put traffic on residential streets such as Ashton, Lindbrook, Comstock, and Club View.
- Contrary to MTA claims, it will decrease persons moved per day.

Some of the other problems:

- The current plan reverses the 2001 FEIR studies.
- The increase in traffic by 2009 has not changed the fundamentals.
- The new EIR studies in Westwood will not support the reversal.
- Adoption of the current plan will incense many.

Wilshire BRT History to October 2009

MTA introduced Concept in 2000.

- Neighborhood response negative, LA Times editorial negative.
- We convinced the MTA that busways cause harm in Westwood.
- 2001 FEIR made exception from Selby to Comstock.

In 2009, little has changed.

This briefing covers the same logic and facts with some recent updates:

- MTA errors.
- Curitiba problems.
- City Council actions 2005 – 2007.
- Sudden revival - fall 2007 (Federal $17M).
- Sandy Brown actions.
- City Attorney decision.
- Transportation Committee Meeting 2009
- Conclusions and Recommendations.

HISTORY

CE

Jack Weiss 02 CRE 8-25-01

Our 2001 Flyers Included the LA Times Editorial

Putting Westside on Rails

A new projection boosts the prospects of a much-needed line to downtown. The population it would appear, is not welded into automobiles after all.

Copyright, 2001, Los Angeles Times. Reprinted by permission.

Neighborhood Alert

The April 19, 2001 Los Angeles Times Editorial shows here is in agreement with the position many of us in the Century Westwood Watch have. We are concerned that the MTA is starting another major project in our immediate neighborhood with little consideration for the impact on us.

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 to take 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 far removed in its 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 or to write letters to the MTA.**

MTA Public Meetings, Mid 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 Marger, Project Manager, LA County MTA, One Gateway Plaza, Mail Stop 99-22-5, Los Angeles, CA 90012

Charles Edelsohn, Ivan Fickle, Joan Little, Carol Spencer

CRE 12-28-07

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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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Jack Weiss 02 CRE 8-25-01

WILSHIRE BOULEVARD

Jack Weiss 02 CRE 8-25-01

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 make 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.

Jack Weiss 02 CRE 8-25-01

Wilshire Busway Problem at Comstock

West of Comstock Avenue, Wilshire will be three lanes each direction, plus the busway.

East of Comstock it will be two lanes each direction, plus the busway.

Even with three lanes in each direction, Wilshire East of Comstock is already heavily congested eastbound.

Reducing the lanes from three to two creates a severe bottleneck.

Beverly Hills inadvertently provided a test demonstration the last week in August.

To install concrete bus stops, one Eastbound lane was blocked inside Beverly Hills.
During non-rush hours, Wilshire was backed up to Comstock.
Drivers cut through single family residential streets, Comstock to Club View to Santa Monica and back to Wilshire.

If severe enough, the residential diversion will occur West of Comstock at Beverly Glen, Holmby, Westholme,

This did occur last spring when fiber-optic cables were laid under Eastbound Wilshire.

Jack Weiss 02 CRE 8-25-01

UPDATE 2009

CE

CRE 10-10-09

Fair Comparison – Capacity vs. Capacity

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

Persons moved per day

MTA Study Methodology	MTA Rapid		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%**		

Fair Comparison	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%**		

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.

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

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.

DOT Report December 14, 2005

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.

DOT Report April 4, 2007

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.

April 19, 2007 Report to Council from DOT

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.)	Intersection Delay (sec/veh)	111.6 sec	160.1 sec	111.6 sec	240.3 sec	312.5 sec	240.3 sec
		Level of Service	F	F	F	F	F	F
		I/S Delay Comparison with Existing Condition		+44.6%	0%		+30.9%	0%
			Existing	Option A	Option B	Existing	Option A	Option B
7	Westwood Blvd. (0.20 mi. from Veteran Ave.)	Intersection Delay (sec/veh)	109.8 sec	155.8 sec	150.9 sec	72.4 sec	84.6 sec	78.0 sec
		Level of Service	F	F	F	E	F	E
		I/S Delay Comparison with Existing Condition		+42.8%	+39.1%		+17%	+8.4%
			Existing	Option A	Option B	Existing	Option A	Option B
8	Beverly Glen Blvd. (1.10 mi. from Westwood Blvd.)	Intersection Delay (sec/veh)	50.9 sec	115.2 sec	50.9 sec	46.7 sec	110.7 sec	46.7 sec
		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.)	Intersection Delay (sec/veh)	111.6 sec	142.5 sec	111.6 sec	240.3 sec	294.6 sec	240.3 sec
		Level of Service	F	F	F	F	F	F
		I/S Delay Comparison with Existing Condition		+28.2%	0%		+23%	0%
			Existing	Option A	Option B	Existing	Option A	Option B
7	Westwood Blvd. (0.20 mi. from Veteran Ave.)	Intersection Delay (sec/veh)	109.8 sec	129.9 sec	140.9 sec	72.4 sec	79.3 sec	78.0 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%
			Existing	Option A	Option B	Existing	Option A	Option B
8	Beverly Glen Blvd. (1.10 mi. from Westwood Blvd.)	Intersection Delay (sec/veh)	50.9 sec	87.4 sec	50.9 sec	46.7 sec	82.53 sec	46.7 sec
		Level of Service	D	F	D	D	F	D
		I/S Delay Comparison with Existing Condition		+68.7%	0%		+76.6%	0%

DOT Report October 29, 2007

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.

August 16, 2007 Report to Council from Transportation Committee

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.

EXPOSITION LIGHT RAIL

Response to the First Phase of the MTA Westside EIR

June 23, 2000

Submitted to:
MTA, C/O Consensus Planning Group
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Los Angeles, CA 90071
888-625-5440 fax: 213-438-1764

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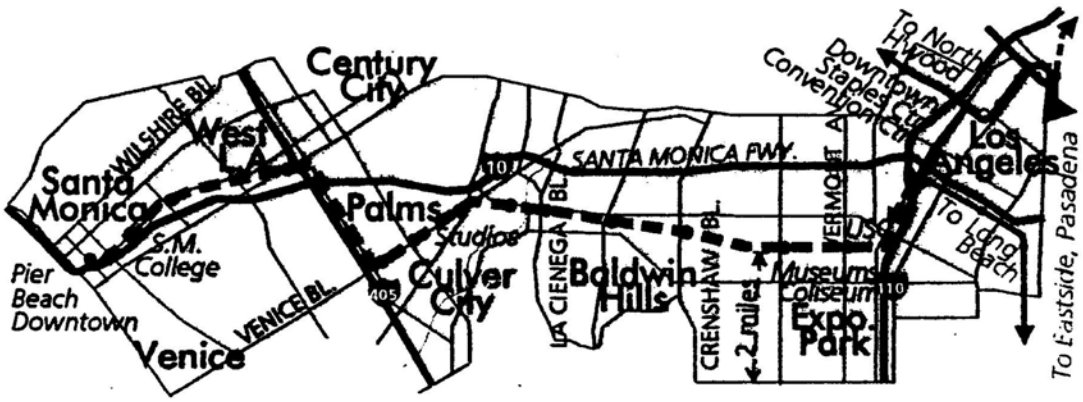


Light Rail Capacity and Speed

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)

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

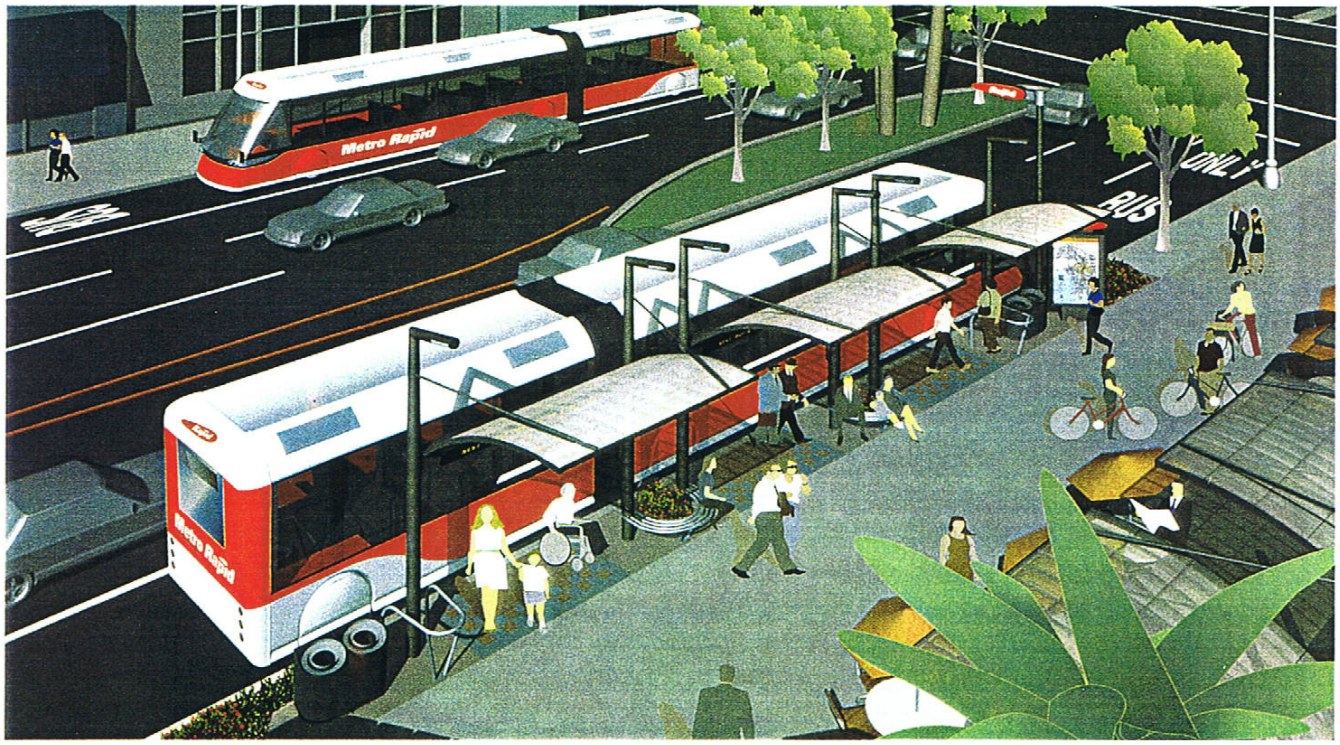
S-1 Final EIR- Purpose and Intended Uses

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.

This Final EIR does not make recommendations regarding the approval or denial of the project.

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.

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.



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VOLUME TWO

Engineering Design

For more information contact:
Mr. David Mieger
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Transportation Authority
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Los Angeles, CA 90012
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 description of the proposed project and invited comment on issues that would be addressed in the environmental document.

Public Scoping Workshops - To invite public comment about the project, six workshops were held between May 23 and June 8, 2000, which were attended by more than 380 persons. Letters of invitation were mailed to over 12,000 addresses along the Wilshire and Exposition alignments. The 30-day public scoping comment period extended through June 23, 2000, and all comments received about the project were documented and reviewed as a part of the preparation of the Draft EIS/EIR. Additionally, MTA staff attended more than 42 community meetings with business, civic and homeowners associations during the scoping period and subsequent preparation of the Draft EIS/EIR. Results of this public outreach were presented to the MTA Board of Directors in February 2000.

Public Comment Period – Following the release of the Draft EIS/EIR, a public comment period was held which extended from April 6, 2001 through June 15, 2001. The draft document was placed in public libraries and other repository sites as an effective way of providing ongoing information about the project. The document was also available on the MTA website (www.mta.net) and information about public hearings and other ongoing project activities was available via the project telephone line (310-366-6443). Public hearings were held on May 7, May 9, and May 15, 2001 to receive oral and written testimony on the Draft EIS/EIR from the general public. A total of more than 600 persons attended these hearings. The MTA provided notice of these public involvement meetings in compliance with CEQA and NEPA. For a detailed description of the environmental review process, and 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,

INTRODUCTION

Aerial view of Wilshire Boulevard, the "backbone of Los Angeles", a 17- mile commercial and residential spine looking east from Beverly Hills (center foreground), Miracle Mile, Wilshire Center and Downtown Los Angeles (background).

the Board adopted separate Locally Preferred Alternatives (LPAs) for the Wilshire Bus Rapid Transit (BRT) Route and for the Exposition Light Rail Transit (LRT) Route. The Board also gave the directive that the Exposition LRT Route be addressed in a separate environmental document to be released following completion of preliminary engineering design and studies for that specific transit route. Therefore, the LPA described in this Final EIR focuses on the implementation of a BRT Project along the Wilshire BRT Route only.

The Board also directed staff to consider a curb-lane BRT operation. The Wilshire BRT median and median-adjacent alternatives were eliminated from further consideration due to the significant impacts associated with them and the issues raised during the public comment period regarding these impacts. The Curb-Lane LPA for the Wilshire BRT Route significantly reduces these impacts. In particular, there are no longer any significant impacts associated with the removal of landscaped medians, the removal of on-street parking, or the impact to left-turns.

The MTA Board further specified that any dedicated bus lanes should not be implemented as a component of the project unless approved by the local City or County jurisdiction. To date, no such approvals have been granted, however, MTA staff will continue to work with each city to determine possible segments of the route where such lanes may be feasible. Peak period, dedicated bus lanes would initially be tested on a demonstration basis in the

AM peak (7:00 am to 9:00am), prior to the opening of most stores and businesses. If successful after such trials, the program would be considered in the PM period (4:00 pm to 7:00 pm), and along additional segments of Wilshire Boulevard.

The project cannot be implemented until the Final EIR is certified with all necessary mitigation measures and an adopted Mitigation Monitoring Program. Following certification of the EIR by the MTA Board, the State Clearinghouse will consider the Final EIR and a Notice of Completion (NOC) will be filed for the project.

Over 600 people attended the Mid-City Westside project hearings in May 2001.

S-3 Resolution of Issues

The MTA Board took the actions described above after consideration of the areas of controversy and issues raised by the public and identified in the Draft EIS/EIR. The issues of concern identified by public comments to the Draft EIS/EIR included: the conversion of two mixed flow traffic lanes to 24-hour dedicated bus lanes; the removal and reconstruction of existing landscaped medians; the removal of on-street parking in Los Angeles and Beverly Hills; the removal of on-street parking in Santa Monica; the removal of left turn pockets; and possible street widening. Each of these issues are discussed below.

Issue #1: Landscaped Median Islands

Business leaders in the Wilshire Center, Miracle Mile, and Beverly Hills areas of the Corridor were concerned that the median-running BRT alternative would require the removal and reconstruction of the landscaped medians in the middle of Wilshire Boulevard.

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

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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.

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- 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

CD 11

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

		Before Project* (PM Peak Period) 5-6 PM	After Project** (PM Peak Period) 5-6 PM	Change
Level of Service (LOS) **(HCM Method)**	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%)
Traffic Volumes	1. Eastbound Wilshire Bl. at Barrington Ave.	1678	1446	-14% (reduction)
	2. Westbound Wishire Bl. at Barrington Ave.	1888	1447	-23% (reduction)
	3. Northbound Barrington Ave. at Montana Ave.	743***	907****	22% (increase)

* Feb 2004
** Jun 2005

		Before Project* (PM Peak Period) 4-7 PM	After Project** (PM Peak Period) 4-7 PM	Change
Travel Time **(Mixed Flow Traffic)**	Eastbound (Centinela to Federal)	3.6 min.	5.5 min.	53% Increase (1.9 min. more)

* Feb/Mar 2004
** Aug 2004
*** Dec 2003
**** Jun 2005

TRANSPORTATION OCT 1 1 2005

MOTION

Dedicated bus lanes are an enhancement to bus service and are intended to improve the transit experience and make transit an alternative to personal automobiles. They are seen as especially useful in corridors where traffic and transit use are already at high levels, operating at or near capacity, and where opportunities to provide significant new roadway and transit capacity are difficult to achieve in a timely manner.

A typical trip from the Metro Red Line Station at Wilshire/Western to Downtown Santa Monica takes almost 70 minutes during rush hour. Many bus riders who travel from homes on the Eastside to jobs on the Westside travel for up to 2 hours in each direction for a transit trip of less than 25 miles.

Bus lanes on major transit corridors such as Wilshire Boulevard have the potential to keep transit passengers moving during rush hour periods where they would otherwise grind to a halt. They have the potential to make transit a viable option in the City of Los Angeles by reducing the time spent commuting. A dedicated bus lane from Downtown Los Angeles to Downtown Santa Monica should be a goal of the Department of Transportation.

Currently, the dedicated bus lane on Wilshire Boulevard exists only in Council District 11, between Federal Avenue and Centinela Avenue. Jurisdictions outside of Council District 11 have proven either unwilling or unable to extend the bus lane into their jurisdictions. The residents and merchants in the current one-mile stretch of bus lane have borne a high burden for negligible benefit. It is unfair to burden these residents and merchants if other jurisdictions are not committed to working together and implementing the entire project.

The City of Los Angeles still remains committed to the concept of the bus only lane for Wilshire Boulevard, however, the one-mile stretch in Council District 11 should be removed until an agreement for a full implementation can be reached.

I THEREFORE MOVE that the City Council suspend the Wilshire Boulevard bus-only lane project and direct the Department of Transportation to take the necessary steps to remove the curbside, peak period bus-only lanes on Wilshire Boulevard between Federal Avenue and Centinela Avenue, until the other jurisdictions have agreed to implement the project from Downtown Los Angeles to Downtown Santa Monica.

PRESENTED BY Bill Rosendahl
BILL ROSENDAHL
Councilmember, 11th District

SECONDED BY Greuel

OCT 1 1 2005

03-2337-S1
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.

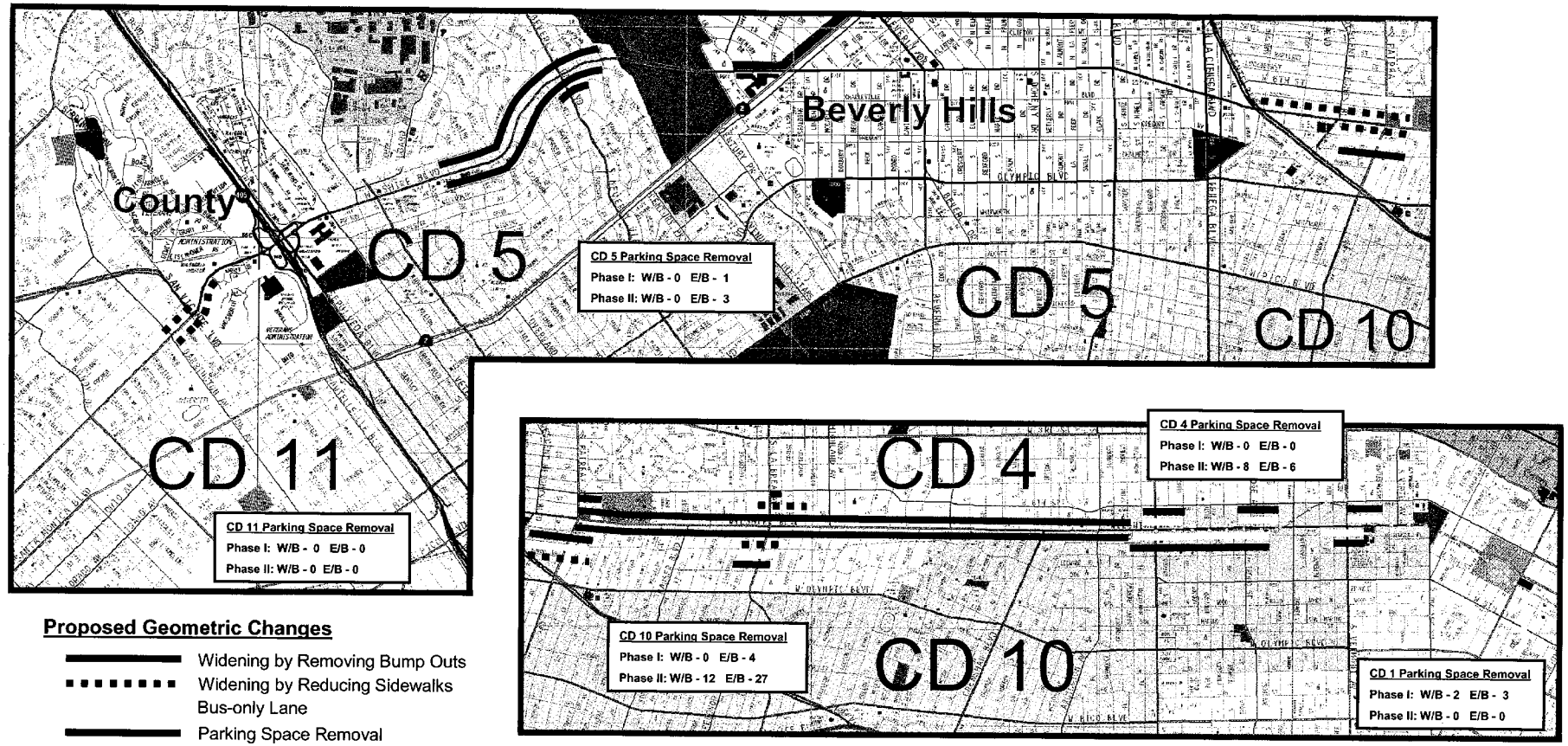
Attachments:

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

ATTACHMENT 1

Wilshire Boulevard Bus Speed Improvement Measures

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



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

Metro

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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.

ATTACHMENT 2

TABLE B: WILSHIRE BLVD. OVERALL IMPACT ANALYSIS (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]	48.03 min[7]	+ 15.39%	39.88 min[7]	- 4.21%	41.63 min[8]	0%
Average Vehicle Delay at Major Intersections	87.40 sec/veh	102.80 sec/veh	+ 17.62%	85.70sec/veh	- 1.95%	87.40 sec/veh	0%
Traffic Emission Δ (CO, NOx, VOC)		+ 2-10%		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.

*****Assumptions***
1.2 persons/vehicle at Barrington Ave., Federal Ave., San Vicente Blvd., Fairfax Ave., La Brea Ave., Higland Ave., Crenshaw Blvd., Western Ave., Vermont Ave., and Alvarado St.
1.5 persons/vehicle at Beverly Glen Blvd., Westwood Blvd., Veteran Ave. and Sepulveda Blvd.
Option A - Assumes 10% of people switch from mixed flow to bus
Option B - Assumes 5% of people switch from mixed flow to bus

ATTACHMENT 3

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

Cross Street			7-9 AM Average			4-6 PM Average		
			Existing	Option A	Option B	Existing	Option A	Option B
1	Centinela Ave.	Intersection Delay (sec/veh)	19.5 sec	19.5 sec	19.0 sec	52.1 sec	52.1 sec	51 sec
		Level of Service	B	B	B	D	D	D
		I/S Delay Comparison with Existing Condition		0%	-2.7%		0%	-2.3%
			Existing	Option A	Option B	Existing	Option A	Option B
2	Bundy Ave. (0.30 mi. from Centinela Ave.)	Intersection Delay (sec/veh)	72.9 sec	72.9 sec	53.2 sec	106.7 sec	106.7 sec	81.2 sec
		Level of Service	E	E	D	F	F	F
		I/S Delay Comparison with Existing Condition		0%	-24.6%		0%	-24%
			Existing	Option A	Option B	Existing	Option A	Option B
3	Barrington Ave. (0.50 mi. from Bundy Ave.)	Intersection Delay (sec/veh)	49.8 sec	51.6 sec	49.3 sec	71.4 sec	72.0 sec	70.8 sec
		Level of Service	D	D	D	E	E	E
		I/S Delay Comparison with Existing Condition		+3.7%	-1.2%		+0.9%	-1%
			Existing	Option A	Option B	Existing	Option A	Option B
4	Federal Ave. (0.10 mi. from Barrington Ave.)	Intersection Delay (sec/veh)	129.0 sec	171.2 sec	127.5 sec	135.9 sec	147.0 sec	135.3 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%
			Existing	Option A	Option B	Existing	Option A	Option B
5	Sepulveda Blvd. (0.60 mi. from Federal Ave.)	Intersection Delay (sec/veh)	144.3 sec	187.6 sec	144.3 sec	283.2 sec	328.8 sec	283.2 sec
		Level of Service	F	F	F	F	F	F
		I/S Delay Comparison with Existing Condition		+31%	0%		+16.1%	0%
			Existing	Option A	Option B	Existing	Option A	Option B
6	Veteran Ave. (0.20 mi. from Sepulveda Blvd.)	Intersection Delay (sec/veh)	111.6 sec	160.1 sec	111.6 sec	240.3 sec	312.5 sec	240.3 sec
		Level of Service	F	F	F	F	F	F
		I/S Delay Comparison with Existing Condition		+44.6%	0%		+30.9%	0%
			Existing	Option A	Option B	Existing	Option A	Option B
7	Westwood Blvd. (0.20 mi. from Veteran Ave.)	Intersection Delay (sec/veh)	109.8 sec	155.8 sec	150.9 sec	72.4 sec	84.6 sec	78.0 sec
		Level of Service	F	F	F	E	F	E
		I/S Delay Comparison with Existing Condition		+42.8%	+39.1%		+17%	+8.4%
			Existing	Option A	Option B	Existing	Option A	Option B
8	Beverly Glen Blvd. (1.10 mi. from Westwood Blvd.)	Intersection Delay (sec/veh)	50.9 sec	115.2 sec	50.9 sec	46.7 sec	110.7 sec	46.7 sec
		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
9	San Vicente Blvd. (2.20 mi. from Beverly Glen Blvd.)	Intersection Delay (sec/veh)	97.0 sec	137.1 sec	68.8 sec	58.5 sec	96.2 sec	48.0 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		
			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	151.5 sec	82.0 sec	93.9 sec	153.3 sec	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%
			Existing	Option A	Option B	Existing	Option A	Option B
11	**La Brea Ave. (1.00 mi. from Fairfax Ave.)**	Intersection Delay (sec/veh)	64.3 sec	98.7 sec	62.9 sec	98.9 sec	132.5 sec	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%
			Existing	Option A	Option B	Existing	Option A	Option B
12	**Highland Ave. (0.33 mi. from La Brea Ave.)**	Intersection Delay (sec/veh)	33.8 sec	41.4 sec	33.8 sec	58.4 sec	64.5 sec	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%
			Existing	Option A	Option B	Existing	Option A	Option B
13	**Crenshaw Blvd. (1.10 mi. from Highland Ave.)**	Intersection Delay (sec/veh)	85.0 sec	95.3 sec	85.0 sec	88.3 sec	119.3 sec	88.3 sec
		Level of Service	F	F	F	F	F	F
		I/S Delay Comparison with Existing Condition		+12%	0%		+37.5%	0%
			Existing	Option A	Option B	Existing	Option A	Option B
14	**Western Ave. (0.58 mi. from Crenshaw Blvd.)**	Intersection Delay (sec/veh)	44.7 sec	71.3 sec	71.3 sec	58.6 sec	81.8 sec	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%
			Existing	Option A	Option B	Existing	Option A	Option B
15	**Vermont Ave. (1.00 mi. from Western Ave.)**	Intersection Delay (sec/veh)	72.9 sec	96.9 sec	96.9 sec	106.1 sec	136.9 sec	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%
			Existing	Option A	Option B	Existing	Option A	Option B
16	**Alvarado St. (1.00 mi. from Vermont Ave.)**	Intersection Delay (sec/veh)	20.9 sec	62.3 sec	20.9 sec	21.4 sec	38.0 sec	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:

1 Option A is for end-to-end peak-period (7-9AM, 4-7PM) bus lanes.

2 Option B is for "mini" bus lanes at selected intersections all day. (7AM-7PM)

3 The default ideal saturation flow rate of 1900 vehicles per lane per hour is used for most intersections except at Veteran Ave., Sepulveda Blvd., Westwood Blvd., San Vicente Blvd., and Fairfax Ave., where 1500 is used because of special traffic characteristics.

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

Cross Street			7-9 AM Average			4-6 PM Average		
			Existing	Option A	Option B	Existing	Option A	Option B
1	Centinela Ave.	Intersection Delay (sec/veh)	19.5 sec	19.5 sec	19.0 sec	52.1 sec	52.1 sec	51 sec
		Level of Service	B	B	B	D	D	D
		I/S Delay Comparison with Existing Condition		0%	-2.7%		0%	-2.3%
			Existing	Option A	Option B	Existing	Option A	Option B
2	Bundy Ave. (0.30 mi. from Centinela Ave.)	Intersection Delay (sec/veh)	72.9 sec	72.9 sec	53.2 sec	106.7 sec	106.7 sec	81.2 sec
		Level of Service	E	E	D	F	F	F
		I/S Delay Comparison with Existing Condition		0%	-24.6%		0%	-24%
			Existing	Option A	Option B	Existing	Option A	Option B
3	Barrington Ave. (0.50 mi. from Bundy Ave.)	Intersection Delay (sec/veh)	49.8 sec	49.15 sec	49.3 sec	71.4 sec	71.65 sec	70.8 sec
		Level of Service	D	D	D	E	E	E
		I/S Delay Comparison with Existing Condition		-0.1%	-1.2%		+0.2%	-1%
			Existing	Option A	Option B	Existing	Option A	Option B
4	Federal Ave. (0.10 mi. from Barrington Ave.)	Intersection Delay (sec/veh)	129.0 sec	160.8 sec	127.3 sec	135.9 sec	146.6 sec	135 sec
		Level of Service	F	F	F	F	F	F
		I/S Delay Comparison with Existing Condition		+26.8%	-1.3%		+8%	-0.8%
			Existing	Option A	Option B	Existing	Option A	Option B
5	Sepulveda Blvd. (0.60 mi. from Federal Ave.)	Intersection Delay (sec/veh)	144.3 sec	162.2 sec	144.3 sec	283.2 sec	285.1 sec	283.2 sec
		Level of Service	F	F	F	F	F	F
		I/S Delay Comparison with Existing Condition		+12.6%	0%		+0.7%	0%
			Existing	Option A	Option B	Existing	Option A	Option B
6	Veteran Ave. (0.20 mi. from Sepulveda Blvd.)	Intersection Delay (sec/veh)	111.6 sec	142.5 sec	111.6 sec	240.3 sec	294.6 sec	240.3 sec
		Level of Service	F	F	F	F	F	F
		I/S Delay Comparison with Existing Condition		+28.2%	0%		+23%	0%
			Existing	Option A	Option B	Existing	Option A	Option B
7	Westwood Blvd. (0.20 mi. from Veteran Ave.)	Intersection Delay (sec/veh)	109.8 sec	129.9 sec	140.9 sec	72.4 sec	79.3 sec	78.0 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%
			Existing	Option A	Option B	Existing	Option A	Option B
8	Beverly Glen Blvd. (1.10 mi. from Westwood Blvd.)	Intersection Delay (sec/veh)	50.9 sec	87.4 sec	50.9 sec	46.7 sec	82.55 sec	46.7 sec
		Level of Service	D	F	D	D	F	D
		I/S Delay Comparison with Existing Condition		+68.7%	0%		+76.6%	0%
			Existing	Option A	Option B	Existing	Option A	Option B
9	San Vicente Blvd. (2.20 mi. from Beverly Glen Blvd.)	Intersection Delay (sec/veh)	97.0 sec	112.3 sec	63.4 sec	58.5 sec	67.4 sec	47.4 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%
			Existing	Option A	Option B	Existing	Option A	Option B
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%
			Existing	Option A	Option B	Existing	Option A	Option B
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%
			Existing	Option A	Option B	Existing	Option A	Option B
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%
			Existing	Option A	Option B	Existing	Option A	Option B
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%
			Existing	Option A	Option B	Existing	Option A	Option B
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%
			Existing	Option A	Option B	Existing	Option A	Option B
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:

1 Option A is for end-to-end peak-period (7-9AM, 4-7PM) bus lanes.

2 Option B is for "mini" bus lanes at selected intersections all day. (7AM-7PM)

3 The default ideal saturation flow rate of 1900 vehicles per lane per hour is used for most intersections except at Veteran Ave., Sepulveda Blvd., Westwood Blvd., San Vicente Blvd., and Fairfax Ave., where 1500 is used because of special traffic characteristics.

4 A mode shift of 10% is assumed for Option A (except where bus lanes exist)

5 A mode shift of 5% is assumed for Option B where bus lanes are proposed.

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: • Vermont Avenue • Normandie Avenue • Western Avenue • Westwood Boulevard (WB only)	$0.3 Million	6 months
	2. Widen between Fairfax Ave and San Vicente Boulevard to add a bus lane for both directions	$6.5-7.5 Million	3-5 years
	3. Widen between Mansfield Avenue and Cloverdale Avenue to add an EB bus lane near La Brea Avenue	$2.2 Million	3-5 years
	4. Widen between Federal Ave. and Barrington Ave, to add an EB bus lane	$2 Million	3-5 years
	5. Engineering Enhancements (Option C)	$11-13 Million	18 months
	Total	**$22-25 Million**	**3-5 years**
Option C (Engineering Enhancements Only)	• Enhanced Transit Priority System (TPS) • Bus stop relocations • On-street parking removal • Other traffic engineering improvements	$1 Million	12 months
	• Curb lanes pavement repair between Western Avenue and San Vicente Boulevard	$3-4 Million	18 months
	• Concrete bus pads at 200 locations	$7-8 Million	18 months
	Total	**$11-13 Million**	**18 months**

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

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IN RMC

CHARLES EDELSOHN

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 though our single family residential area to Santa Monica Boulevard and then East to Beverly Hills. If the backup is severe enough, the diversion of traffic through residential areas could occur on streets significantly West of Comstock including Beverly Glen, Holmby, Westholme, etc. (There is also the possibility of a similar bottleneck in the Westbound direction, depending on the relative width of Wilshire Boulevard further East in Beverly Hills compared to the Santa Monica to Comstock section.)

With this concern in mind, I suggest to you that three steps be taken now:

1. Computer simulation studies should be done to assess the impact of this proposed transition to two lanes not only on Wilshire Boulevard traffic but also in residential areas North and South of

Wilshire Boulevard, taking into account the projected increase in traffic levels for the next 10 to 50 years.

2. If the Wilshire Boulevard route is adopted, I believe Wilshire Boulevard should be widened from Comstock Avenue to Santa Monica Boulevard to avoid such a bottleneck. The simulation studies should include this option.

3. If Wilshire Boulevard cannot be widened to avoid such a bottleneck, consideration should be given to protective traffic mitigation measures on the North boundary of our neighborhood, such as the chokers recommended by the MTA for the South boundary of our neighborhood, which is Santa Monica Boulevard. The simulation studies should include this option for comparison also.

II. I would further suggest to you that, if not already included, you should study the effect of the proposed East West transit improvements on North South traffic. Improved flow on Wilshire Boulevard and on the SMTP may act as a magnet to draw more San Fernando Valley commuter traffic on to Sepulveda Boulevard, the 405 Freeway, Roscomare Road, Beverly Glen Boulevard, Benedict Canyon, etc.

III. While they do not affect my immediate neighborhood, it is my belief that every reduction in the number of traffic lanes available for passenger vehicles should also be subject to similar studies for impacts on traffic flow on Wilshire Boulevard and for spillover into adjacent neighborhoods. For example, the reduction from three to two lanes from San Vicente to Santa Monica during peak rush hours, when parking is presently prohibited in Beverly Hills, is very likely to severely affect traffic flow and cause spillover to Charleville and Gregory Way.

Similarly, the reduction from four lanes presently, to three planned, at Westwood Boulevard and from three to two from Veteran to the 405 Freeway is likely to seriously affect the rush hour traffic to and from UCLA for this section of highway which has already earned it the title of most heavily traveled in the country. The effect on Westwood Village and the surrounding residential area must be considered. As a member of the Westwood Homeowner's Association Board, I will urge my group to be vigilant on this issue.

It is my belief that no lane reductions should be made on any street where rapid transit is introduced. You and our government elected officials must prove to the electorate that no deleterious effects are being instituted where the assured benefits do not outweigh the obvious harm. I call to your attention the public outrage which ensued when the first Freeway Diamond Lanes were instituted without compensatory widening of the freeways and the hasty reversal which occurred in the face of this public outrage.

IV. I also call to your attention the recent Public Broadcast System (PBS) television special in which even transportation experts questioned the applicability of rapid transit to suburban areas such as the Los Angeles Westside. They point out that rapid transit was developed in about 1900 to allow people to get away from the ultra high density housing (now called tenements) of areas such as lower Manhattan. These conditions do not exist in the year 2000 on the Los Angeles Westside.

Alternatives such as adaptive control of signal lights to maximize traffic flow under changing traffic conditions, use of underutilized rights of way such as Exposition, vertical expansion of the freeways to incorporated additional automobile lanes and/or rapid public transit, reversal of traffic flow on streets and freeways to accommodate rush hour traffic, and other solutions are available in our area which do not reduce presently available traffic flow. The Metro Rapid system of express buses being instituted on June 24 without dedicated busways may be sufficient by itself for our sub-urban population density. I urge you, the MTA and the County Supervisors to be extremely sure that the solution adopted is the right solution.

As a California Registered Professional Engineer who has been engaged in the practice of Systems Engineering and Operations Research for most of my career, I know full well the advantage of predictive analysis over fixing a problem after it is cast in concrete. Please accept my concerns and suggestions in the spirit in which they are intended, as an aid to your process of providing an optimum design for the citizens of the Westside and all of Los Angeles County.

Please call on me if I can be of any further assistance in your difficult studies.

Sincerely yours,

Charles Edelsohn

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

RESUME

●**Introduction** - I enjoy being an engineer. I like solving problems. Although I have done a lot of engineering management, and wrote a Masters Thesis on the subject, solving technical problems is more appealing than solving management problems.

●**Problem Solving** - My problem solving is inventive rather than handbook oriented, cutting to the core quickly. I describe this as finding the eigenvectors or natural dimensions of the problem, to visualize it in a way that makes the solution simple. I tend to interpret a problem geometrically before I write the equations.

●**Physical Parameters** - I prefer parametric solutions which allow rapid investigation of multiple variables. I used to do this with nomograms, such as those I contributed to the Air Force Space Planners Guide. Now it is easier to accomplish this with spreadsheets. I also prefer simulations done with Labview or Matlab, which provide ready reference to the physics of the problem, to maintain contact with my engineering intuition.

● **Presentation Skills** - Explaining things orally, or in viewgraph presentations, or in written reports comes easily to me. I have spent a lot of my career writing good proposals, many of which have won.

●**Disciplines** - My career has ranged over many engineering disciplines. At Purdue my major interest was control systems theory. My first job was designing television receivers. My TV inventions include a built-in antenna covering both VHF bands, a delay line synchronization system and a noise reduction system. In the Los Angeles aerospace industry, I worked on missile guidance systems, became Electronics Manager for the Eagle missile and then Chief Engineer for Systems Research at Bendix. At Aerospace Corporation I did Operations Research, cost benefit optimization, evaluated proposals to the Air Force, and designed a Soviet ABM system for an intelligence need. Planning Research Corporation assignments included analyzing multiple systems, leading a Navy Navigation Study, and managing Navy studies of Radar Satellites performed by Hughes and North American.

During my 23 years at Hughes Space I worked mainly on classified programs and proposals. In the open world, I led a 100 meter antenna reconnaissance satellite study, wrote proposals for new weather satellites, invented a passive, coherent, microwave synthetic array imaging system, led the systems engineering support for GM at Hughes Space when Hughes was bought by GM, led the development of an automotive simulation laboratory and the application of aerospace analysis and simulation to anti-lock brakes, traction control, and active suspension systems for GM cars. I conceived and designed an aperture synthesis radio telescope for deployment on the back side of the moon and, in conjunction with Cal Tech, led the Grant Proposal effort for a single spacecraft launch to deploy both the moon based telescope and a communications relay station at the libration point. My title was Chief Scientist.

●**Entrepreneur** - Upon retirement, Hughes leadership encouraged me to pursue my coherent synthetic array imaging systems. I obtained two prime contracts from the Air Force and hired Hughes and Raytheon as my subcontractors. This effort was completely successful in demonstrating the capabilities of the invention. We produced recognizable microwave images and the performance matched analytic predictions to within a fraction of a dB.

●**Intent** - I am lucky to have found a career I like. I am very good at inventive, analytic engineering. I can enhance an organization or a project by providing creative solutions to problems.

●**Details** - A full CV detailing my career and published papers as examples of my work are both available.

Charles Edelsohn

Oct.21, 2009

Re: Wilshire BRT project

Some of these queries re the Environmental Impact Report on the Wilshire BRT were asked in public at the scoping meeting held Oct 8, 2009 at the Westwood Presbyterian Church; the list as of that date was given to Ms. Litvak at that meeting. This question list is updated, and is the one whose questions must be addressed. It is being sent by electronic and postal mail to Martha Butler at MTA.

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

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

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

1. What data and assumptions have changed about average speeds in the Wilshire corridor condo canyon area since the 2002 environmental impact report by MTA which stated that this was the fastest moving portion of Wilshire corridor for vehicular traffic and that accordingly consideration of a bus only lane in this area was not indicated
2. Explain how a project which decreases bus transit time only modestly while at the same time increasing very substantially the auto transit time for the Wilshire corridor can be considered environmentally friendly
3. With regard to the condo canyon area of Wilshire Boulevard how can the adverse effects upon ingress and egress and servicing of these of buildings with their thousands of inhabitants be mitigated, and what will be done to make ingress and egress safe, given the anticipated high speeds at which buses will be flying? Address

the issues of resultant increased air and noise pollution, and concomitant decrease in property values.

4. Explain in detail how the bus only lane ending at Comstock, created by the removal of jut outs, will in any way speed up either bus or automobile transit time along Wilshire Boulevard at the Los Angeles Country Club and through Beverly Hills when the major cause of backup in that area is at the intersection of Wilshire and Santa Monica Boulevards and in the city of Beverly Hills itself
5. A major component of the B RT project is the underlying assumption that the increased speed of bus flow traffic will result in major switch from automobile to bus utilization by current automobile users. What is the basis for this assumption in a city the size of Los Angeles where so few provisions have been made for frequent and convenient north -south public transit modes to make it convenient for persons to get to destinations other than in the immediate proximity of Wilshire Boulevard itself ?
6. Explain the validity of the assumptions about the conversion from automobile usage of to bus usage and compare the difference in assumptions in the current environmental impact report from estimated conversion rate as assumed in the environmental impact report of 2001/2002 on a BRT project
7. Address the adverse impacts on streets parallel to Wilshire Boulevard such as Ashton and Lindbrook caused by the B.R T. lane
8. The prior environmental impact report has indicated major worsening of traffic at a large number of intersections along Wilshire Boulevard, many of which are currently at near standstills during peak hours . The fact that these intersections are essentially at standstill and are non mitigatable cannot be used by MTA as an indication that additional worsening of traffic flows at these intersections will be of no environmental consequence. Please explain how and why MTA ignores this issue in its pursuit of a B RT project
9. What is the basis for assumption that Sunset Boulevard and Santa Monica Boulevard will be utilized by persons inconvenienced by traffic backed up on Wilshire Boulevard resulting from a bus only lane, and that these streets can handle such?
10. Explain how the creation of a bus only lane in Westwood will do anything beneficial other than increasing the diameter of the "bottle" without changing the diameter of the inlet/outlet of the bottle, namely the stretch of Wilshire Boulevard along the Los Angeles Country Club and at the intersection of Santa Monica and Wilshire Boulevards on the East, and the 405 Freeway on the West
11. With regard to the eastbound traffic west of the intersection of the 405 freeway and Wilshire Boulevard how can that be improved by a bus only lane when in fact the bottleneck caused by the 405 freeway will not be modified
12. The stated intention to increase the width of Wilshire Boulevard by 5ft. in the east and westbound directions under the freeway is not feasible because doing so would result in a termination of a foot traffic on that stretch of Wilshire Boulevard since the sidewalk there is barely more than 5ft. wide
13. If the purpose of the bus only lane project is to increase the speed of traffic and one of its components is to alter the striping at the intersection of Sepulveda and Wilshire why has not such been done to date rather than having it included as a integral part of a $31 million project?. The cost of restriping would be essentially zero, and the benefits easily seen immediately.. Could it be that, in fact, simple solutions to

Subject: FW: Dedicated Bus Lanes Vs. Transit Priority Signals and Streets
Date: Wednesday, October 21, 2009 2:55 PM
From: Litvak, Jody Feerst <Litvakj@metro.net>
To: Ginny Brideau ginny@therobertgroup.com, Christine Robert Chris@TheRobertGroup.com

---

From: Kent Strumpell [mailto:kentstrum@aol.com]
Sent: Wednesday, October 21, 2009 2:50 PM
To: sealnbear@aol.com
Cc: Paul Backstrom; David Ewing; Len Nguyen; Litvak, Jody Feerst; Matthew Hetz; Jay Ross
Subject: Re: Dedicated Bus Lanes Vs. Transit Priority Signals and Streets

Bill Pope's comments about the "drastic" reduction in capacity of bus-only lanes vs. mixed-flow lanes assumes that we want to continue prioritizing private vehicle use over transit use on Wilshire Blvd. I believe we need to be going in the opposite direction and begin prioritizing transit on Wilshire because:

1. Wilshire is the most destination-rich corridor in Los Angeles. It is essentially a "linear downtown" defined by a corridor of high-rise buildings along most of it. There is simply too much travel demand created by this density and too little roadway capacity for single-occupant vehicles to accommodate that need for access.

2. Wilshire is the most heavily used used transit corridor in the city.

3. Buses are regularly stuck in traffic on Wilshire.

4. We need to explore ways to provide alternatives to congestion, such as transit priority. Simply stating that most of the passengers on Wilshire are in private cars does not mean they should be entitled to use a mode that clogs the system. It is a poor use of a limited public resource. Without implementing potential solutions like bus-only lanes, we are resigning ourselves to a system that will be continually dysfunctional at peak hours.

To make another point relative to the discussion, I think the EIR for this project needs to evaluate the use of center median bus-only lanes and stations to avoid the operational

compromises of curbside bus-only lanes, even if this requires additional reduction of lanes and/or on-street parking.

Kent Strumpell

On Oct 21, 2009, at 11:06 AM, sealnbear@aol.com wrote:

> For a "layman's response", Paul, that was pretty good! Thanks, Bill Pope, for your input, which I am forwarding to the rest of the CD11 T-Committee. My list of our committee's scoping comments/ concerns will come out shortly, and I urge you all (if you're so inclined) to contact Jody Litvak of Metro (Litvakj@metro.net) who has done great work both on the Wilshire BRT project and the Wilshire Subway project.
>
> I am forwarding Jay Ross' comments to you all right after this one. It is my belief that both Bill and Jay's comments are both replete with excellent insights and--whether they're "correct" or not--issues that MUST be addressed as we move forward on this Wilshire BRT issue.
>
> (My own $.02 is that regional commuters to Wilshire Blvd. need much, much bus and parking connections than what currently exist to ensure access to the Wilshire BRT as well as to obviate the need for streetside parking while also enhancing the business/ economic opportunities for the community, and without inappropriately forcing car commuters to curbside parking on adjacent residential streets)

Cheers,

Ken Alpern

Co-Chair, CD11 Transportation Advisory Committee

Sent: Wed, Oct 21, 2009 9:51 am
Subject: Re: Dedicated Bus Lanes Vs. Transit Priority Signals and Streets

Hi Bill,

Transit Signal Priority operates on two levels: 1. System Priority and 2. Local Intersection Priority. LADOT has worked with Metro to establish Transit Signal Priority on every Metro Rapid route.

System Priority refers to providing priority to buses over the entire bus route. The system knows the schedule of each bus on the route and monitors arrival times to ensure buses are arriving according to schedule. If they are not arriving according to schedule, green time is adjusted along the route to give the route priority to move the bus/buses along (within certain constraints because we still have to move pedestrians and traffic at the cross streets).

Local Intersection Priority refers to priority at a specific intersection. Transit signal priority loop detectors are placed at the beginning and terminus of an intersection. Transponders on the buses trigger these loops when they pass over them to let the signal know that a bus is approaching and give it a few additional seconds to pass through the intersection and also let the signal know when the bus has passed through the other side.

That's my layman's understanding. I hope that helps.

On a final note, I don't believe it's signal priority vs. bus lane here. Both can work well together to enhance our transit system in the right application and each application will have its own specific set of factors to consider.

I don't purport to be an engineer or a BRT expert for that matter but off the top of my head a few other items to consider relative to dedicated bus lanes would be the enhancement of system reliability (buses arriving at stops and destinations on time) by providing a dedicated lane which is always attractive to transit users and reducing travel times which again is always a big plus for transit users.

PAUL BACKSTROM

>>> "Bill Pope" <billpope1@verizon.net> 10/21/2009 12:33 AM >>>
Dedicated Bus Lanes Vs. Transit-Priority Traffic Signal (or Bus-Priority Streets)

Dedicating vehicle-lanes to buses does not make the optimum use of that precious real estate for the following reasons:

- One lane, on a street that shares equal time with cross traffic, can carry about 750 private vehicles per hour.

- If buses were given exclusive access to a lane that could also be used by private vehicles, it would take 15 buses, carrying an average of 50 passengers each, just to accommodate the drivers of the private vehicles pushed out of the lane.

- To get 15 buses an hour, you have to have enough buses on the line to run them every 4 minutes (at 4-minute headways).

- L.A. (and the other cities who run most of the buses in L.A.) only have enough buses to run them at 5 - 10 minute headways, depending on the route. This equates to carrying only 300 to 600 commuters per hour, as opposed to at least 750 in private vehicles, or more if private vehicles carry multiple commuters.

- Therefore, dedicating lanes to buses today would drastically reduce the lane's carrying capacity.

I believe LADOT's plan for aiding bus transit is the best plan. LADOT's plan is usually referred to as Transit-Priority Traffic Signals or Transit-Priority Streets, i.e., traffic signals controlled by buses. Buses nearing an intersection can hold the traffic signal "green" until they clear the intersection.

LADOT is also getting developers to pay the expense of moving bus-stops from the near corner of an intersections to the far corner of the intersections. While this may being done primarily to prevent buses for blocking private vehicle traffic from making Right Turns while a bus is stopped to exchange passengers, it also aids bus riders. It allows buses to quickly pull back into a relatively empty travel lane (after making a 10 to 15 second stop at the far corner) while the traffic competing for that lane is still stopped on the near side of the intersection. Buses also then have relatively little competition for the lane for almost the next quarter mile.

My proposed enhancement to LADOT's current plan is the same thing I proposed in 2007. Every additional trip added by a land development project should be considered a "Significant Impact" and must be mitigated. Make land developers pay a Commuter Accommodation Fee for every additional trip their project adds. Channel the money to the appropriate transit agency, and use that money to 1) move all the bus-stops to the far corner, then 2) buy more buses.

As more buses are added to a lane, more private vehicles are displaced from the lane. But that's OK because more riders can be accommodated on the newly added buses. Over time, the lane become pretty much "dedicated" to buses.

My above description of LADOT's Transit-Priority Signal plan is based partly on what I know and partly on my rational of what it should be.

Paul Backstrom, can you verify that I have correctly described LADOT's Transit-Priority Signal plan? If not, please correct our understanding.

Ken Alpern, please forward this to the other T-Committee members, such as Alex and the gentleman sitting across from him as I do not have their email addresses.

Thanks,

=

Date: October 7, 2009

Martha Butler, Project Manager
Metro, One
Gateway Plaza
Los Angeles, CA 90012

Re: Bus Lanes on Wilshire Blvd

Dear Mrs. Butler,

On behalf of 108 concerned homeowners at Ten Five Sixty Wilshire Condominium Association we would like to express our displeasure regarding the proposed Wilshire Bus Rapid Transit Project.

This proposal is very detrimental and dangerous to our community because the majority of the high-rise buildings on the corridor have their main entrance on Wilshire Boulevard. To make matters worse, one of the most important issues here is that the majority of the residents in the community are senior citizens between the ages of sixty (60) to eighty (80) years of age with generally slower reaction times. There have been serious accidents caused by people trying to exit their driveways onto Wilshire Boulevard in this area and rapid traveling buses would only exacerbate this situation.

This project would prelude service vehicles from parking on Wilshire Blvd and force them to park in the neighborhood side streets increasing travel on these streets. If the "jut outs" were also removed that would only make the situation worse. These streets additionally require city parking permits. It is our understanding that previous Environmental Impact Reports indicated that traffic flow through our area was not obstructed. It is for all the stated reasons that we believe that our corridor area should be exempt from this project.

We hope that you will take seriously our concerns with regard to implementation of this project in our area.

Sincerely,

Board of Directors

Ten Five Sixty Wilshire Condominium Association

Cc: wilshirebrt@metro.net

10560 Wilshire Boulevard Los Angeles, California 90024
Telephone 310/470-1006 Fax 310/470-7017

Tract No. 7260 Association, Inc.

Serving the area between Santa Monica and Pico, and Beverly Glen and Century City
www.tract7260.org

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Mike Eveloff

Vice-President Treasurer
Darius Gagne

Board of Directors
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Marie Epstein
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Darius Gagne
Mike Green
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Kurt Herrmann
Patty Hoffen
Shirley Kiley
Don Parker
Mark Robbins
Richard Smith
C. Z. Wick
Diane Witz
Kurt Wortman

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

Sent via Email to Wilshirebrt@metro.net

October 21, 2009

Ms. Butler:

Please accept this letter as Tract No. 7260 Association's comments with regard to the Wilshire BRT project scoping process.

The Tract No. 7260 Association area is comprised of over 1300 residences and is bounded by Pico and Santa Monica Boulevards and Beverly Glen and Century City. Our Association has been exceptionally involved in development-related activities in West L.A. and has a deep commitment to supporting improvements to the infrastructure.

Our Association works closely with the homeowner associations which are directly adjacent to the project, including Westwood Homeowners Association, Comstock Hills Homeowners Association and the Holmby-Westwood Homeowners Association.

Overview

Tract 7260 is located approximately a half mile from the project. Due to the interrelated nature of West L.A. traffic, interaction with past development agreements and the use of Wilshire by our members, Tract 7260 has several areas of interest with regard to the Wilshire BRT project.

We are primarily concerned with traffic, public safety, the lack of a regional transportation plan and overall transportation policy.

In the case of the proposed project, we have concerns over access to the 405 freeway, the UCLA medical center, several schools and religious institutions and ingress/egress for residential properties and communities along the project's path. This includes concerns relating to reductions in roadway capacity for passenger vehicles as lanes are taken for project use.

Our detailed questions/scoping requests are provided below.

Scoping Requests:

1. We request a complete review of ingress and egress from residential and hotel properties on Wilshire Boulevard. Special attention should be given to the age demographic of the residents.

2. We request a complete review of accelerated road degradation along the bus lanes including speed reductions associated with degraded road surfaces.

3. We request a complete review of interaction with the ATCS system. The ATCS system was installed at several intersections as mitigation for other development projects. A full review of interactions with prior development agreements must be included.

4. We request a complete review of all north/south roadways which intersect Wilshire Boulevard for a minimum of several blocks in each direction. Signalization and impacts on access to businesses should be included.

5. We request a complete study of the impacts of the project on access to the 405 freeway, with an emphasis on passenger cars merging across bus lanes.

6. We request a full review of the aesthetic impacts of the project with an emphasis on Wilshire Boulevard's status as a scenic highway.

7. We request a full review of all turn movements from residential neighborhoods onto Wilshire Boulevard and how they will be impacted by the project.

8. We request a full review of the impact of the project on parallel streets such as Santa Monica and Olympic Boulevards which may see increased auto traffic as bus traffic and reduced capacity impact Wilshire.

9. We request a full review of crossover streets between alternate east/west routes and the project. This includes Beverly Glen, Westwood and Sepulveda Boulevards.

10. We request a review of the project's impact at the intersection of Santa Monica and Wilshire Boulevards. This intersection is highly traveled and serves as one of the primary pathways to Century City.

11. We request a review of air quality impacts of the project given that the number of lanes available to passenger cars will be reduced, thus increasing queue times at numerous intersections.

12. We request a full review and disclosure of any signalization changes which may be proposed and how the changes might impact first responder access to surrounding neighborhoods and the UCLA medical center.

13. We request a complete ridership analysis for each segment to validate the project's usefulness in each segment. This should include the marginal increase in ridership over baseline conditions.

14. We request a complete analysis of the project's consistency with each community and specific plan which is adjacent to or is impacted by the project. This includes the Wilshire/Westwood specific plan and the Scenic Highways Plan.

15. We request an analysis of how the project will work within the city of Beverly Hills (if they participate) and at the interface between Los Angeles and Beverly Hills if they do not participate.

16. We request a thorough evaluation of pedestrian traffic at all potential pedestrian crossings along each route, including an evaluation of and Safe School routes which cross the project's path.

17. We request a complete review of the interaction the project will have with bike lanes and bike riders.

18. We request a complete review of parking intrusions which may occur as riders seek to park and ride.

19. We request a complete review of noise impacts from increased bus traffic.

20. We request a complete review on the impacts to schools and religious institutions on Wilshire Boulevard. This includes traffic mitigations put in place to address the needs and traffic generated by the temple at Wilshire and Beverly Glen.

21. We request a complete review of the impact of the project on Veterans Administration activities.

22. We request a complete review of the impact of the project on FBI deployment from the Federal Building.

23. We request a complete review of the impact of frequent protests at the Federal Building and how the project will handle the removal of the right-most lane as a result of protests.

24. We request an evaluation that the presence of the project will have on possible funding for the much-needed subway extension.

25. We request a full analysis of decreases projected for bus transit time as well as increases expected for passenger vehicle transit time. The analysis should be consistent with the test of a BRT lane on Wilshire which showed a decrease in bus transit time of 30 seconds and an increase in auto traffic of 2.6 minutes.

26. We request an analysis of projected collisions as a result of the project. Special attention should be placed on drivers who will be merging into the bus lane to turn into their homes, neighborhoods or into local businesses.

27. We request an analysis of the cost of enforcement of the bus only lane.

28. We request a complete review of cut-through patterns that may emerge as passenger vehicle capacity is restricted during peak periods. This includes a review of the adequacy of all turn queues along the project path.

29. We request a complete review of aesthetic impacts from new bus shelters along the project route, including any and all plans for 3rd party advertising integrated into those shelters.

30. If federal funds are to be used or the project will traverse federal lands, we request full compliance with NEPA.

We look forward to the inclusion of each area of concern into the Draft Environmental Impact Report.

Thank you for this opportunity.

Sincerely,

Michael Zveloff
President
Tract No. 7260 Homeowners Association

Subject: FW: Wilshire Comments
Date: Wednesday, October 21, 2009 12:42 PM
From: Litvak, Jody Feerst <Litvakj@metro.net>
To: Ginny Brideau ginny@therobertgroup.com, Christine Robert Chris@TheRobertGroup.com

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From: Yogi Hendlin [mailto:yhendlin@ucla.edu]
Sent: Wednesday, October 21, 2009 12:15 PM
To: WilshireBRT
Subject: Wilshire Comments

Hello Mrs. Butler:

1. Due to the operational compromises of curbside bus-only lanes, the benefits and challenges of center lanes and stations should be thoroughly evaluated.

2. The impact of bus-only lanes on cyclists should be evaluated. Wilshire Blvd. is one of the most destination-rich corridors in the city. Even if Wilshire does not include bicycle facilities in its roadway design, cyclists will still have the need to travel there to reach destinations. Plus they will always have the legal right to ride on Wilshire. The EIR should address opportunities for this project to help Wilshire better serve the needs of cyclists.

3. An alternative that includes curbside bike lanes and center/ median BRT lanes and stations should be evaluated.

4. An alternative that allows bicycles to access curbside bus-only lanes should be evaluated, especially to identify ways to minimize bus-bicycle conflicts at stops. This should include the evaluation of bypass lanes for bicycles so they are able to travel around buses stopped at stations.

Yogi Hendlin, M.Sc.

Doctoral Student
UCLA Political Science
yhendlin@ucla.edu

Subject: FW: Wilshire BRT Project
Date: Wednesday, October 21, 2009 11:14 AM
From: Litvak, Jody Feerst <Litvakj@metro.net>
To: Ginny Brideau ginny@therobertgroup.com, Christine Robert Chris@TheRobertGroup.com

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From: Alexander the Great [mailto:alek3000@sbcglobal.net]
Sent: Wednesday, October 21, 2009 9:35 AM
To: WilshireBRT
Subject: RE: Wilshire BRT Project

Dear Sir or Madam,
I am in support of the project,
however -
1) I would strongly recommend that Beverly Hills portion be included as well!
Among the entire segment, Beverly Hills is the **most** congested portion of the route, thus it definitely needs a dedicated bus lane.
Also,
2) I hope the Wilshire BRT will not take away any funding from the Westside Subway extension,
because honestly - I believe the Subway project is far more important, and far more promising, than a BRT project.
I believe, more attention, and **much higher priority**, should be given to the **Subway** extension than the BRT project.
In addition.
3) Bicycle lanes should be placed in addition to BRT lane. Perhaps, sidewalks could be narrowed in some areas
(there are not too many pedestrians anyway) which would give room to the Class II Bike Lanes.
Finally,
4) Landscaping should be signifcantly improved along the entire length of Wilshire Blvd.
Currently, Wilshire Blvd is an urban corridor (which is great) but has very unattractive landscaping,
lacking benches, trees, and other pedestrian-friendly facilities.

All we see on our L.A. streets is concrete, dust, and more conrete and dust.
(for exampe, between Fairfax and La Brea there are barely any trees...)
I believe, improving landscaping would benefit the environment, our pedestrian life, and will improve
the overall appearance of our wonderful Wilshire Boulevard!

Thank you kindly for your time and consideration.
Yours truly,

Alexander Friedman,
mass transit advocate, MTA patron

Subject: I have a question about the Wilshire Bus Rapid Transit (BRT) Project Study
Date: Thursday, October 22, 2009 2:13 PM
From: Webmaster <RSC_Webmaster@metro.net>
To: WilshireBRT WilshireBRT@metro.net

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firstName: Allyson
lastName: Pfeifer
organization:
emailAddress: allysonblair@gmail.com
streetAddress:
city:
state:
zipCode:
Date: Thursday, October 22, 2009
Time: 02:13:05 PM

comments:

I support the Wilshire Bus Rapid Transit Project. This
project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. I would use this more efficient public transit system. I would love to support fast and reliable public transit in my area.

Subject: I have a question about the Wilshire Bus Rapid Transit (BRT) Project Study
Date: Thursday, October 22, 2009 6:52 PM
From: Webmaster <RSC_Webmaster@metro.net>
To: WilshireBRT WilshireBRT@metro.net

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firstName: Alyssa
lastName: Curran
organization: UCLA
emailAddress: aac1218@roadrunner.com
streetAddress:
city: Los Angeles
state: CA
zipCode: 90024-1314
Date: Thursday, October 22, 2009
Time: 06:52:39 PM

comments:

I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows

Subject: Comments on the Wilshire Blvd BRT
Date: Thursday, October 22, 2009 11:40 PM
From: Carol Spencer <cc_neighborhood@earthlink.net>
To: WilshireBRT WilshireBRT@metro.net
Cc: Jan Reichmann jreichmann@sbcglobal.net, Jay Greenstein jay.greenstein@lacity.org, Paul Koretz paul.koretz@lacity.org, CHHOABOARD CHHOABoard@yahoogroups.com

Caroline M. Spencer

10316 Wilkins Avenue

Los Angeles, CA 90024

310-785-0619

Martha Butler, Project Manager

Metropolitan Transit Authority

One Gateway Plaza

Los Angeles, CA 90012

Via email wilshirebrt@metro.net

October 21, 2009

My comments regarding the proposed Wilshire BRT are in the following areas;

1- The idea that a fast express bus running east and west along a popular route will get persons out of their cars and onto a bus tends to serve only those persons intending to go to a destination along that route.

a. Los Angeles roadways and transportation systems were built to serve the automobile.

b. The city grew to the west around the City of Beverly Hills

c. East – West traffic is restricted in the Westwood area due to the cities fast growth and poor planning. IE: On the western edge of Beverly Hills is the Los Angeles Country Club Golf course running from Sunset Blvd to Santa Monica Blvd with only Wilshire Blvd dividing it. Then from Santa Monica Blvd to Olympic Blvd is the Beverly Hills High School Campus and Century City again limiting east – west traffic.

d. To remove 2 lanes of traffic from Wilshire Blvd at the rush hour for a bus and bicycle only traffic lane may create monumental traffic jams.

2- If the Wilshire BRT is to become a reality the following problems must be studied – and solutions found.

a. Study traffic at the signalized intersection of Comstock Avenue and Wilshire in addition to other streets listed in the study.

b. Study the effect of the Wilshire BRT following completion upon cars exiting the Comstock Hills HOA area wanting to head eastbound on Wilshire Blvd. (Comstock Hills HOA area runs from Wilshire to Santa Monica Blvd and Club View Drive to Beverly Glen Blvd)

c. Will the residents of Comstock Hills become unable to exit their neighborhood in an eastbound direction during peak traffic hours? Note: Santa Monica Blvd currently has right turn – westbound traffic only on the southern border.

d. Study the problems residents of Comstock Hills will have exiting their neighborhood during a crisis situation if it occurs during peak hours.

e. Study the problems emergency vehicles will have accessing residents of Comstock Hills during peak hours.

f. A possible solution to congestion at Comstock/Wilshire is Widening Wilshire Blvd east of Comstock Avenue to avoid traffic congestion heading east bound at peak hour

3- If the entire Wilshire BRT is to gain a faster more accurate time schedule please analyze the effect of bicycle riders upon the speed of the bus in an area close to a major University where students want to ride their bikes.

a. Analyze the safety of the bike rider with a bus bearing down on them in congested traffic.

4- And lastly – analyze the effect that a Dash type bus as a step towards making a Dash Bus linking Westwood Village and Century City a reality. It would link known the shopping/ business areas of UCLA/Westwood Village and Century City. The suggested route from UCLA will run south on Westwood Blvd - Turning left onto Wilshire Blvd heading eastbound to Beverly Glen blvd. Then turn right onto Beverly Glen heading south to Santa Monica Blvd. Then left onto SMB and enter Century City at Century Park West. It could circle the shopping center before heading back to UCLA via the same route.

a. This Dash type bus would link areas that residents frequent making it easier to use public transportation and not drive their cars. Note: the current local busses require 2-3 transfers for this route.

b. Note: there are bus stops along this route so no new construction is required. (Currently busses on this route are express and go to downtown LA and to Santa Clarita)

c. When I mentioned the Dash bus linking Westwood Village/UCLA and Century City at both BRT and Subway hearings I was stopped by persons telling me that this is exactly what is required in the Westwood area. Also, the Bus Riders Union complimented me on mentioning this need at the October 2009 Wilshire BRT hearing.

Please consider my comments as you analyze the proposed Wilshire BRT.

Thank you,

Sincerely,

Caroline Spencer

Debbie & Howard Nussbaum
516 Cashmere Terrace
Los Angeles, CA 90049
(310) 476-4342

October 22, 2009

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

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

Comments on the scope of the environmental document:

1. The following comment will generally address the scope of BRT on Wilshire as it relates to traffic (time) and the environment (pollution) between the city of Beverly Hills and Bundy Dr. in West LA. The Wilshire BRT project will eliminate 1/3 of the current available street surface currently used by car commuter, car pools and neighborhood residents along Wilshire Blvd.
2. The Wilshire bus routes have the highest county ridership, must mean that its working well and that people are taking the bus regardless of speed. What percent in new ridership is expected and what reduction in car traffic is expected for the am and pm peak commute times? Within the first 3 months, 6 months of opening the dedicated bus lane? After a year? Where is the anticipated ridership coming from and where is the ridership going at the end of the day? What increase in ridership during the am or pm peak hours would deem the project a success?
3. *How does this benefit Wilshire commuters who currently use the on ramps to the I-405 to commute north or south of Wilshire?*
4. What is the estimated increase in lost time to car and van pool commuters created by eliminating 1 of the existing 3 east bound and again 1 of the 3 existing west bound car lanes on Wilshire Blvd. when 1/3 of the existing traffic is forced to wait in the remaining two lanes for their turn traveling on Wilshire during peak am & pm commute times? Please discuss additional travel delays and pollutions generated from additional idle time of cars. What is the cumulative effect as traffic migrates to other streets like Santa Monica, Sunset, Olympic or Pico? What about north/south streets?
5. Same question as above but please discuss in terms of the Beverly Hills to Bundy segment of Wilshire Blvd.
6. Wilshire Bl. from Beverly Hills to Bundy Dr. is heavily traveled by cars and by buses. How much time is expected to be saved per bus in this section on an east bound AM peak commute? On a west bound AM peak commute? How much time is expected to be saved per bus on a west bound PM peak commute from Beverly Hills to Bundy Dr. St.? How much time is expected to be saved per bus on an east bound PM peak commute from Bundy Dr. to Beverly Hills? How much addition time will be added to the commute time to car travel from Beverly Hills to Bundy Dr because of fewer lanes available?
7. How much time does a 7:30 AM west bound ride from Valencia St to Centinela Ave currently take? How much time does the 7:30AM ride traveling east from Centinela Ave to Valencia St take? What is your estimate of travel time once the dedicated bus lane is implemented? Please answer for both an east bound and west bound ride 7:30 AM from Valencia St. to Centinela Ave.
8. How long does a 5:15 PM west bound ride from Valencia St to Centinela Ave currently take? How long is the 5:15 PM ride traveling east from Centinela Ave to Valencia St? What is your estimate of travel time once the dedicated bus lane is implemented? Please answer for both an east bound and west bound ride at 5:15 PM from Valencia St. to Centinela Ave.
9. Please analyze and report how long it takes to unload and load passengers at a Westwood bus stop. How many stops does a bus make on an average run from Valencia St. to Centinela Ave during an average AM commute time (7AM to 9 Am) and during the PM commute (4 PM to 7 PM)?
10. How many Metro buses are actually on the road on Wilshire Blvd. in the AM peak period and again on the PM peak period? What is the estimated increase in numbers of buses once the dedicated bus lane is up and running? What is the cost to the city for additional buses & staff to make this successful? Where is the money coming from?
11. What are the pollution figures for the types of buses that will be used on Wilshire-BRT?

12. What are the total metrics in increased pollution generated from cars traveling in the AM peak commute time and again in the PM peak commute time, created by eliminating one of the 3 existing east or west bound lanes on Wilshire Blvd. and forcing this existing traffic in to the remaining two lanes? What is the anticipated impact on traffic on streets like Santa Monica Blvd., Olympic, Sunset, Pico Wilshire? What about the north/South streets?
13. How much additional idle time to car commutes from Valencia St to Centinela Ave. is acceptable for a PM peak commute time? How much additional idle time will be added to a 5:30 PM car commute Centinela Ave to Beverly Hills once the dedicated bus lane is established?
14. Will Metro buses use more than the dedicated bus lane if they need to pass another bus loading or unloading passengers along the curb in that dedicated bus lane? What affect will this have on car lane traffic?
15. Will the construction of the new or reconfigured on and off ramps on Wilshire for the I-405 HOV lane Project require to closure of any of the existing lanes along Wilshire? If Metro will close lanes while doing the construction, how long will this construction require the closure of the Wilshire lanes? What is the estimated effect car traffic in time lost and to pollution created by the delay? What will the accumulative effect be when adding the time lost and car pollution increase from the on and off-ramp reconfiguration construction and the dedication of 1/3 of the existing lanes along Wilshire to exclusive bus travel?
16. Will any trees be removed to create a longer left turn pocket for east bound Wilshire Bl at Sepulveda Bl.? Will all trees removed because of this project be replaced? At what ratio?
17. What would the time savings to buses be if only the upgrade to the transit signal priority system was implemented and not the dedicated bus lane? What would be the effect on cars travel from a lost time and pollution increase or decrease be?
18. The trial bus lane from Centinela Ave to Federal was eliminated because of the horrible additional delays that were created to car commutes (even to vehicles used to carpool). What were the increase in travel times and increase in pollutions created by cars idling in traffic created by eliminating 1/3 of the street surface & dedicating it to bus only use during am or pm peak travel time during the trial time? What impact did this have on surrounding streets?
19. When the subway to the sea is built will the dedicated bus lane be eliminated?
20. How will the queuing for the SB I-405 on-ramp be affected by creating a dedicated bus lane from Bonsall to Federal? How will queuing effect be through traffic on Wilshire?
21. How much higher does ridership have to be to get back to current average trip times in the corridor from Beverly Hills to Bundy?
22. Monetary cost of trip time (wasted time) for car commuters that can not take buses because of bus route logistics? Please discuss.
23. What are the current levels of car emissions at the Intersection of Sepulveda/ Wilshire, Westwood/Wilshire, Bundy/Wilshire, Federal/Wilshire, Beverly Glen/Wilshire, Santa Monica Bl/Westwood, Beverly Glen/Santa Monica Bl., Sepulveda/Santa Monica, Bundy/Santa Monica, Barrington, Santa Monica? How long to return to current levels?
24. Do buses or cars have more engine emissions? What are they and how do they affect air quality? How much will the back up of car traffic created by removing 1/3 of street surface at peak commute times have on air quality in the Bundy to Beverly Hills area? Smog vs. travel time what are the metrics since buses, run cleaner and have less emissions than cars, there might be an increase in the smog. Please discuss.
25. Discus the impact of cut-through traffic on residential streets north and south of Wilshire. Discuss the impact to delivery trucks that park on Wilshire to service the high-rise condos and to its' residents.
26. Discuss the movement of traffic to Olympic and Pico to escape the BRT. How does Metro know where these autos will divert to? Describe impacts to those neighborhoods as a result of the diversions.
27. Please discuss the effect that the Transit Signal Priority System has on intersection timing? What is the effect to north/south traffic? Does the constant redistribution of intersection timing have an accumulative effect on north/south traffic, especially where many bus lines converge (like Westwood)? Does the prioritizing of time to buses have an affect on gridlock in densely traveled and populated areas such as the stretch of Wilshire from Beverly Glen to Bundy Dr?
28. Please discuss the increase of 10% to 15% of the traffic signal cycle at minor intersections. There are no 'minor' signal controlled intersections in the area between Beverly Glen and Bundy. Where are you planning to do this? Please discuss this issue in terms of restricting north/south traffic.
29. Please discuss "reduction in number of traffic signal recovery cycles from two to one at key intersections along the corridor'. Which intersections between Beverly Hills and Bundy Dr will this be done at? How wil this effect north/south traffic?
30. Discuss the movement of traffic on Barrington to Sunset to escape BRT.

31. *What's the expected increase in ridership by creating the bus only lane? Figures from your 9/23/09 notice set the current daily boardings along Wilshire at 93K. Will the bus ridership increase by greater than 30K daily? Will the bus ridership increase enough to compensate for eliminating 1/3 of the current street surface available to car and car pool commuter traffic in the Westwood area where the current automobile count is 110K on Wilshire at Veteran, Gayley & Westwood Blvds.?*
32. How long do you expect bus ridership on Wilshire to reach an additional 30K trips/day to offset the increase in car congestion that will be added during am and pm peak periods?
33. Please discuss the increase in air pollution created by cars idling 1/3 longer through the Beverly Hills to Bundy section of Wilshire?
34. Discuss the LOS at intersections that are currently E and F during peak hours in Westwood. What impact will the BRT have on those intersections? Will the LOS change at other Westwood intersections? Discuss each intersection and the ramifications of the BRT.
35. With the reduction in lanes and the extra time to complete by car, at what bus ridership will commutes return to the current levels? Similarly, what bus ridership is needed to offset the additional pollution brought by the extended commute times of the cars?

How ever noble the idea of increasing ridership on the buses by speeding their trip from Santa Monica to downtown LA may be, the idea must be weighted against the increase in wasted time and pollution created by increased idle time of car and car pool commuters in the am and pm peak periods. The bus system does not sufficiently cover residential neighborhoods, so getting people out of their cars and on to a bus may not be a realistic plan. The trial Bus Lane from Federal Ave to the City of Santa Monica created a horrific snarl in the normal street traffic and changed traffic patterns by spilling the congestion on to small residential streets and auxiliary north/south streets. Please do not implement this Wilshire BRT through the area between Beverly Hills and Bundy Dr. in West LA.

Sincerely yours,

Debbie Nussbaum

Oct.21, 2009

Re: Wilshire BRT project

Some of these queries re the Environmental Impact Report on the Wilshire BRT were asked in public at the scoping meeting held Oct 8, 2009 at the Westwood Presbyterian Church; the list as of that date was given to Ms. Litvak at that meeting. This question list is updated, and is the one whose questions must be addressed. It is being sent by electronic and postal mail to Martha Butler at MTA.

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

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

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

1. What data and assumptions have changed about average speeds in the Wilshire corridor condo canyon area since the 2002 environmental impact report by MTA which stated that this was the fastest moving portion of Wilshire corridor for vehicular traffic and that accordingly consideration of a bus only lane in this area was not indicated
2. Explain how a project which decreases bus transit time only modestly while at the same time increasing very substantially the auto transit time for the Wilshire corridor can be considered environmentally friendly
3. With regard to the condo canyon area of Wilshire Boulevard how can the adverse effects upon ingress and egress and servicing of these of buildings with their thousands of inhabitants be mitigated, and what will be done to make ingress and egress safe, given the anticipated high speeds at which buses will be flying? Address

the issues of resultant increased air and noise pollution, and concomitant decrease in property values.

4. Explain in detail how the bus only lane ending at Comstock, created by the removal of jut outs, will in any way speed up either bus or automobile transit time along Wilshire Boulevard at the Los Angeles Country Club and through Beverly Hills when the major cause of backup in that area is at the intersection of Wilshire and Santa Monica Boulevards and in the city of Beverly Hills itself
5. A major component of the B RT project is the underlying assumption that the increased speed of bus flow traffic will result in major switch from automobile to bus utilization by current automobile users. What is the basis for this assumption in a city the size of Los Angeles where so few provisions have been made for frequent and convenient north -south public transit modes to make it convenient for persons to get to destinations other than in the immediate proximity of Wilshire Boulevard itself ?
6. Explain the validity of the assumptions about the conversion from automobile usage of to bus usage and compare the difference in assumptions in the current environmental impact report from estimated conversion rate as assumed in the environmental impact report of 2001/2002 on a BRT project
7. Address the adverse impacts on streets parallel to Wilshire Boulevard such as Ashton and Lindbrook caused by the B.R T. lane
8. The prior environmental impact report has indicated major worsening of traffic at a large number of intersections along Wilshire Boulevard, many of which are currently at near standstills during peak hours . The fact that these intersections are essentially at standstill and are non mitigatable cannot be used by MTA as an indication that additional worsening of traffic flows at these intersections will be of no environmental consequence. Please explain how and why MTA ignores this issue in its pursuit of a B RT project
9. What is the basis for assumption that Sunset Boulevard and Santa Monica Boulevard will be utilized by persons inconvenienced by traffic backed up on Wilshire Boulevard resulting from a bus only lane, and that these streets can handle such?
10. Explain how the creation of a bus only lane in Westwood will do anything beneficial other than increasing the diameter of the “bottle” without changing the diameter of the inlet/outlet of the bottle, namely the stretch of Wilshire Boulevard along the Los Angeles Country Club and at the intersection of Santa Monica and Wilshire Boulevards on the East, and the 405 Freeway on the West
11. With regard to the eastbound traffic west of the intersection of the 405 freeway and Wilshire Boulevard how can that be improved by a bus only lane when in fact the bottleneck caused by the 405 freeway will not be modified
12. The stated intention to increase the width of Wilshire Boulevard by 5ft. in the east and westbound directions under the freeway is not feasible because doing so would result in a termination of a foot traffic on that stretch of Wilshire Boulevard since the sidewalk there is barely more than 5ft. wide
13. If the purpose of the bus only lane project is to increase the speed of traffic and one of its components is to alter the striping at the intersection of Sepulveda and Wilshire why has not such been done to date rather than having it included as a integral part of a $31 million project?. The cost of restriping would be essentially zero, and the benefits easily seen immediately.. Could it be that, in fact, simple solutions to

problem areas are not being done because receiving federal dollars is the main impetus for the project rather than amelioration of traffic problems?

14. What are the timeline assumptions regarding shift in traffic from automobile to bus usage? A time exceeding more than two or three years would seem grossly unrealistic and needs a further explanation as to its validity.
15. The potential removal of parking spaces along Wilshire Boulevard in the condo canyon area a will have major adverse and non mitigatable impact upon the buildings which have no access to them other than along Wilshire Boulevard. Please explain what will be done about this.
16. Ridership of buses along Wilshire Boulevard has apparently increased through the years. Has MTA assumed that this increase in ridership is primarily due to a shift from automobile to bus utilization? What has happened to the motor vehicle trip numbers in the same period of time?
17. Several years ago there was a trial of a bus only lane on a portion of Wilshire Boulevard between Centinela Avenue and Federal Avenue. . This was discontinued at the request of a councilman Rosendahl and the city Transportation Committee because of the councilman's statement that it had severely worsened traffic flow and caused an undue burden on the businesses and residents of his area when other jurisdictions were not involved. No jurisdictions have been added to the list of willing participants in the bus only lane project since that time. Please explain why MTA believes that a bus only lane at the current time will have any effect different from that of the experimental lane several years ago.
18. MTA has improperly indicated in its communications in reference to prior hearings on the BRT project that the majority of persons present favored the project. This was grossly incorrect in reference to hearings in the Westwood area where presidents of homeowner associations and representatives of condominiums spoke representing many thousands of people each were strongly opposed to the BRT project within the Westwood area. The record needs to be corrected on this matter.
19. Describe in detail how the woefully inadequate outreach regarding the project for the first round of hearings has improved in the ensuing months since further hearings were cancelled
20. The stretch of Wilshire Eastbound along the LA Country Club is often jammed currently, with buses running in mixed lane traffic. It does not take any sophisticated computer or other modeling to know that removal of one mixed traffic lane for use by buses will cause a much greater backup on more westerly portions of Wilshire than currently exist. How can MTA even consider removing a mixed use lane in that area with such a predictably serious outcome thereof?
21.

Subject: I have a question about the Wilshire Bus Rapid Transit (BRT) Project Study
Date: Thursday, October 22, 2009 3:35 PM
From: Webmaster <RSC_Webmaster@metro.net>
To: WilshireBRT WilshireBRT@metro.net

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firstName: Lee
lastName: Jasperse
organization:
emailAddress: ljasperse@sbcglobal.net
streetAddress:
city:
state:
zipCode:
Date: Thursday, October 22, 2009
Time: 03:35:53 PM

comments:

I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows

Subject: I have a question about the Wilshire Bus Rapid Transit (BRT) Project Study
Date: Thursday, October 22, 2009 5:23 PM
From: Webmaster <RSC_Webmaster@metro.net>
To: WilshireBRT WilshireBRT@metro.net

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firstName: Max
lastName: Miletich
organization:
emailAddress: maxmiletich@gmail.com
streetAddress:
city:
state:
zipCode:
Date: Thursday, October 22, 2009
Time: 05:23:50 PM

comments:

I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Subject: I have a question about the Wilshire Bus Rapid Transit (BRT) Project Study
Date: Thursday, October 22, 2009 3:35 PM
From: Webmaster <RSC_Webmaster@metro.net>
To: WilshireBRT WilshireBRT@metro.net

---

firstName: Noah
lastName: Roper
organization:
emailAddress: nroper17@gmail.com
streetAddress: 11670 W. Sunset Blvd. #218
city: Los Angeles
state: CA
zipCode: 90049
Date: Thursday, October 22, 2009
Time: 03:35:52 PM

comments:

I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows. Thanks.

Subject: I have a question about the Wilshire Bus Rapid Transit (BRT) Project Study
Date: Thursday, October 22, 2009 2:03 PM
From: Webmaster <RSC_Webmaster@metro.net>
To: WilshireBRT WilshireBRT@metro.net

---

firstName: Sean
lastName: Carroll
organization:
emailAddress: seangcarroll@gmail.com
streetAddress: 676 Flower Ave
city: Venice
state: CA
zipCode: 90291
Date: Thursday, October 22, 2009
Time: 02:03:17 PM

comments:

I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Wilshire Bus Rapid Transit Project

COMMENT FORM

FORMULARIO PARA COMENTARIOS

Name/Nombre: ALAN MAVENS	
Organization/ Organización SELF	
Address/Dirección: 202 S. VANNIA AVE. #2-211, LA, CA 90004	
Telephone/Teléfono: 213-736-7466	Fax:
Email:	

Comments/Comentarios: SEE TYPED COMMENTS

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

Favor de regresar formulario a:

Metro

PUBLIC WORKS

LADOT
Moving Los Angeles Forward

202 S. Juanita Ave., # 2-211
Los Angeles, CA 90004
Oct. 23, 2009

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

Subject: Comments on Wilshire Bus Rapid Transit Project

Dear Ms. Butler:

The following is some clarification of the comments I made on the Wilshire Bus Rapid Transit Project, at the 10/8/2009 meeting. Some additional comments will be included.

I am strongly in favor of improving Metro bus service along Wilshire Blvd. which it appears would be on the several Los Angeles sections, and very likely also the Beverly Hills section (with the Santa Monica involvement at this point uncertain).

The main point I made in my public comments at the meeting related to the design of buses expected to operate on the corridor. I assume a number of articulated buses would be used, based on the current NABI design, which although an attractive bus (streamlined, sloping front end), features only a single front door and double doors center and rear. I believe that this will slow down boarding on a large (approximately 60' long) bus. The front door of these buses in service I use (Vermont Ave.) is often jammed by boarding people, and also sometimes clogged with exiting people when the alighting passengers are trying to get on.

I suggest using a similar type of bus, but with a double door at front across from the driver, requiring a more flat-fronted bus (which might be half a foot or so longer, as necessary). Since I understand the bus lanes would not feature boarding platforms per se, but only a bus stop, all entering passengers would normally be required to go in the front, which can slow down service in rush hour. When I was at the APTA transit technology show in San Diego I examined a foreign bus design with a double front door (divider in the center), allowing people to board via both doors or if desired, depending upon conditions, to board the first front door opening and alight the second front door opening in busy places.

The representative of the manufacturer and I discussed the way bus boarding and alighting takes place in this country and he indicated that his company would be happy to build buses of this kind for use in the US. In the case of LA, passengers going through the second door opening could use their TAP card, and passengers boarding in via the first door opening might also use other fare collection methods (cash, other kinds of passes, etc.).

I suspect, as I said at the meeting, that companies like NABI and New Flyer would likely be willing to produce a bus of this kind for side of road rapid bus lane operation. Use of buses of this kind might facilitate a major improvement in running these limited stop buses along Wilshire.

In the past, trackless trolleys or trolley buses usually had double front doors, and some diesel and gasoline powered buses also had this feature.

Incidentally, a strictly busway operation like the Orange Line in the SF Valley, which uses the 1 – 2 – 2 door opening arrangement (NABI buses) would not be impacted by a change of this kind, hence would not require a change to my proposed 2 – 2 – 2 bus door arrangement where exclusive bus boarding stations are used-with passengers going on or off via any door, like a light rail train. Five entry/exit door openings would be just fine with the current type of articulated buses for real busways. The problem is trying to use an articulated with a single entry door for an improved transit service, as is being proposed for Wilshire.

I would also comment that the Bus Rapid Transit Project as described would provide a way to augment or supplement the Purple Line subway project where the bus lanes furnish intermediate stops between the subway stations, and also where the R/W alignment will be or may be different between rail and bus, e.g. along Wilshire from Santa Monica Blvd. to Westwood, or in Westwood itself, where it would have an advantage of providing an additional fast transit route linked to the subway at various points.

Sincerely,

Alan D. Havens
Ph: 213=-736-7466

Subject: I have a question about the Wilshire Bus Rapid Transit (BRT) Project Study
Date: Friday, October 23, 2009 11:02 AM
From: Webmaster <RSC_Webmaster@metro.net>
To: Wilshire BRT <wilshirebrt@metro.net>

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firstName: Anthony
lastName: Nigro
organization:
emailAddress: superheronamedtony@gmail.com
streetAddress: 3522 W. 5th St.
city: Los Angeles
state: CA
zipCode: 90020
Date: Friday, October 23, 2009
Time: 12:02:40 PM

comments:

Living two blocks off Wilshire, I at first thought a bus-only lane was a good idea. However, in light of the recent passing of the LRTP, I think a better use of resources would be to focus on the extension of the subway along Wilshire. Rail service there will have a wider reach in terms of transportation and can better benefit the area in terms of commerce.

Subject: Scoping comments
Date: Friday, October 23, 2009 4:16 PM
From: Darrell Clarke <darrclarke@gmail.com>
To: WilshireBRT WilshireBRT@metro.net

I would like to submit the following Scoping comments on the Wilshire BRT project.

I commend Metro staff on creating the "Project Alternative" and support all of its changes as specified on the map on page 13 of the "Wilshire BRT Presentation 10-5-09" PDF.

Darrell Clarke
P.O. Box 913
Santa Monica, CA 90406

Subject: Wilshire Bus Rapid Transit (BRT) Project - Comments on Scope of EIR
Date: Friday, October 23, 2009 4:00 PM
From: David A. Holtzman <David@HoltzmanLaw.com>
To: WilshireBRT WilshireBRT@metro.net
Cc: Lauren Cole lauren@colemediala.com, Jay Handal, WLANC jhandal@wlanc.com

Dear Los Angeles County MTA (Metro):

The following are comments on the scope of the California Environmental Quality Act (CEQA) Environmental Impact Report (EIR) (draft or otherwise) for the Wilshire Bus Rapid Transit (BRT) Project. As applicable these comments also apply to documentation required by the National Environmental Policy Act (NEPA) or other state or federal law.

Unless otherwise stated or clearly indicated by context, these comments apply to both the construction and operational phase of the proposed Project.

I am a resident of the county in an area that would be affected by the proposed Project. I am a bicyclist and a member of the Los Angeles County Bicycle Coalition (LACBC). I am also a pedestrian and a motor vehicle operator (I drive cars). In all these capacities, I cross, parallel and travel on Wilshire Blvd. near and within the proposed Project area. I am also a bus rider who uses Metro and Santa Monica (Big Blue Bus) service on Wilshire Blvd. near and within the proposed Project area.

Project Description. The project description in the September 23, 2009, Notice of Preparation of an Environmental Impact Report (NOP) fails to acknowledge the presence and significant role of San Vicente Blvd. north of Federal Ave., which does not reach the north side of Wilshire Blvd. The project description in the EIR should do so. The project description does not mention law enforcement or traffic control resources that would be dedicated to keeping the bus lanes clear, and helping traffic from side streets enter non-bus lane traffic on Wilshire. Such resources should be specified in the EIR as project features, and accounted for in any traffic study used.

Units for Quantification. In anticipation of a statement of overriding considerations, environmental impacts (or costs) should to the extent possible be quantified in units that facilitate comparison to quantification of the benefits (or

salutary impacts) of the proposed Project. For instance, time lost by drivers and passengers of non-bus transport should be specified, for comparison with time gained by bus passengers. Health impacts should also be quantified in terms of time lost or gained (productive time, quality life time, and life time).

Sepulveda to Federal. The map included in the NOP (and the NOP itself) indicated that five feet of sidewalk is proposed to be removed from the south side of Wilshire between Sepulveda and Federal. **Between Federal and the exit ramp to the Veterans' Administration (V.A.) facilities (to Bonsall/Sawtelle), this sidewalk is a de facto two-way bike lane.** Among others, commuters to and from UCLA use that lane. On their way home, they cross under Wilshire Blvd and ride up the sidewalk anti-parallel to traffic on the ramp. Commuters to UCLA exit the sidewalk and enter the right lane of Wilshire Blvd. traffic at the exit point. Narrowing the sidewalk would probably have the effect of driving bicyclists into motor vehicle traffic lanes or inducing collisions between bicyclists and motor vehicles, other bicyclists, or pedestrians. The NOP does not mention a hazards section, yet the project would likely significantly increase accident hazards and cause serious injury or death. People have died from vehicle accidents along this stretch of sidewalk, and damage to the Army Reserve fence, as well as to street lights and traffic signs, is frequent. The EIR must include a hazards section and address these impacts.

In this regard, the EIR should consider an alternative (or possibly, mitigation) that takes the widening area from the north side of Wilshire instead. There is more sidewalk + outside-the-fence landscaped area on that side.

Federal to Barrington. The NOP also specifies removal of five feet of sidewalk here. The Metro Rapid (line 720) stop in this area is already so underserved at the end of school days that large groups of University High School students and other passengers gather there and spill into the 7-11 store parking lot. Giving them any less sidewalk space would only move them more into harms way from, among other things, traffic in the parking lot (hazards). It would move them closer to the 7-11 store. Since 7-11 stores, and other convenience stores that sell liquor & tobacco products, are attractors of social pathology, this would increase the exposure of school children to crime hazards and to moral and health hazards as well, from alcohol, tobacco and second-hand smoke. Smoke impacts should be addressed in the air quality section of the EIR, whether or not the South Coast Air Quality

Management District (SCAQMD) has pertinent regulations Since the student population at the bus stop is predominantly minority, these and related impacts should be addressed in an environmental justice section as well.

Air Quality and Noise: General Comments. Especially between Federal and Barrington, where this idea (peak-hour bus lanes like those in the proposed Project) has been tried -- and discarded -- before, vehicle queuing would be substantially increased, and non-bus vehicle travel substantially impaired, almost certainly with significant air quality and noise impacts. When this idea was tried before, horn honking became nearly unbearable in my apartment, many feet away, on Federal Ave., most of the way from Wilshire to Texas Ave. Horn honking was both intermittent and sustained. The EIR must address this likely impact.

The EIR must address the air quality impacts of slowed vehicle traffic and vehicle queuing using a model that specifically accounts for the puffs of exhaust emissions that result from stop-and-go or slow-and-go traffic. When this idea (essentially a subset of the proposed Project, see above) was tried before, puffs of diesel exhaust from trucks repeatedly starting to move (only to go a short distance), were noxious. Sensitive receptors (residences) line the proposed Project route.

Additional comments. The proposed Project would essentially extend or create scheduled traffic jams on much of Wilshire Blvd. The impacts could extend well into Santa Monica and Beverly Hills. Compared with project operation, project construction would likely take up more space and further disrupt the environment.

Experience (with the idea, when tried previously) shows that drivers would not keep intersections clear, and vehicles entering Wilshire from side streets would block the bus lanes, as they nose their way into traffic. The EIR must account for related impacts, including resulting starts and stops of buses, in its traffic, noise and air quality calculations. A member of the West Los Angeles Neighborhood Council has documented that unnecessary and illegal horn honking by bus drivers -- which the proposed Project would almost certainly induce (unless you disable their horns) -- occurs frequently and goes unpunished. He has also documented reckless driving by bus drivers, which imposes hazards. The noise of the occasional Sheriff's Department motorcycle and its siren, often futilely and usually annoyingly, trying to clear the bus lanes, was an earmark of the failed previous experiment with this idea. The EIR must address all of these impacts.

Nearby streets were also affected by the failed experiment, and the EIR should address impacts on Sunset Blvd., Santa Monica Blvd., Texas Ave., San Vicente Blvd. (both segments), and all streets within one mile of the project.

On the west side of Interstate 405, experience indicated that the proposed Project would create an uncivil environment filled with nervous tension, social disruption and anger (provoking hazards, please note) in addition to noise pollution and air pollution. In short, a hate zone.

Please consider the social environment. In this regard, and in regard to historic and cultural resources, the EIR should evaluate the consistency of the proposed Project with the history and vision set forth in "Wilshire Boulevard: Grand Concourse of Los Angeles" by Kevin Roderick (Angel City Press, 2005), which is incorporated herein by reference.

Mitigation could include using the center lanes for bus travel. This could of necessity be anti-parallel travel (driving on the left side of the center line), unless the buses can be equipped with entry doors on their left sides. (British buses -- but please not those incredibly sooty StarLine tour buses that currently travel in the area -- might serve.) Left-turn lane areas (or similar center islands) could be converted at the beginning of peak hours to bus stops/passenger waiting areas, perhaps by raising recessed retractable elevated platforms and with built-in safety rails.

Alternatives should include the suggested center-lane design discussed immediately above, and including the length of Wilshire Blvd. in Santa Monica or Beverly Hills in the proposed Project. Including Wilshire in Santa Monica would facilitate the center-lane design because buses could enter and exit the center lanes at there very ends, at Ocean Ave. It would also mitigate westbound vehicle slowing and queuing (and resulting impacts) that the proposed Project would cause near the Santa Monica - Los Angeles city border. Including Beverly Hills would mitigate the project-induced vehicle slowing and queuing (and resulting impacts) that the proposed Project would cause near its borders.

Thank you in advance for considering these comments. Please add me to your email list for announcements related to the proposed Project. If you would like further information, please reply to this email or call me at (310) 826-7398.

-- David A. Holtzman, M.P.H., J.D.

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www.planning.lacity.org

October 23, 2009

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

Re: Wilshire Bus Rapid Transit (BRT) Project

Dear Ms. Butler,

The following is the City of Los Angeles Department of City Planning's response to the Notice of Preparation of an Environmental Impact Report issued on September 23, 2009 regarding the proposed Bus Rapid Transit lane along the Wilshire Boulevard corridor. The Planning Department looks forward to working cooperatively with Metro and the City of Los Angeles Department of Transportation to refine, enhance and improve the proposed project.

The land-use element of the City of Los Angeles' general plan is comprised of 35 community plan areas. The Wilshire BRT Project would traverse several community plan areas, including: Westlake, Wilshire, Westwood, West Los Angeles, and Brentwood-Pacific Palisades. The Community Plans provide guidance regarding the compatibility of proposed public and private improvements within the context and goals of specific communities. The Westlake and West Los Angeles Community Plans are currently being updated to amplify and implement many of the existing goals and policies, and encourage transit-supportive land uses. Furthermore, the City's General Plan Framework Element designates several nodes along Wilshire Boulevard as "Pedestrian Priority Areas" (Attachment A) indicating that transit and pedestrian solutions can and should work in concert.

Issues to be studied in the EIR

In light of the recently approved California Complete Streets Act of 2008, the City of Los Angeles is required to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation. The intent of this legislation was to ensure that any future plans would inextricably link best practices in land use and transportation planning.

The expansion and improvement of bus service along Wilshire Boulevard is a critical step toward improving transit ridership and preparing for a future subway. It also affords the City of Los Angeles the opportunity to ensure that transportation enhancements and pedestrian amenities are balanced. However, the Department of City Planning is concerned that street widening improvements, particularly between Sepulveda Boulevard and Barrington Avenue, just west of the San Diego Freeway, would create conflicts between transit and pedestrian amenities. Metro and DOT should carefully evaluate each segment of the Wilshire BRT project to ensure that street improvements necessary to accommodate the bus-only lane avoid any removal of sidewalks, which would affect pedestrian access to future bus service and subway lines.

Community Design and Pedestrian Priority Areas

In addition to Community Plan policies, several zoning ordinances have been adopted spanning the length of the Wilshire Boulevard corridor in the City of Los Angeles. These overlay districts serve to improve the pedestrian experience through urban design regulations dealing with site planning, the scale of buildings, pedestrian access, and urban form. On the west end of the corridor, the West Los Angeles and Brentwood-Pacific Palisades areas include the West Wilshire Community Design Overlay District, between Federal to Centinela Avenues. Westwood Village is designated a Pedestrian Priority Area in the Framework, and also includes the Wilshire Westwood Scenic Corridor Specific Plan, which regulates building design and addresses building orientation and site planning. In the mid-city portion of the Wilshire Corridor, the Miracle Mile Community Design Overlay and Park Mile Specific Plan promote walkability and the use of transit along Wilshire. Finally, in the Westlake Community Plan, the Central City West Specific Plan encourages new projects to improve pedestrian safety, and a Community Design Overlay on Wilshire Boulevard is proposed as part of the Community Plan Update in order to encourage development around existing and future transit facilities. The objective of these overlays is to create a safe environment for pedestrians in transit-rich areas, and with additional capacity planned as part of the BRT project both of these objectives can be met.

Maintaining Appropriate Sidewalk Widths

Wilshire Blvd, between Federal and Barrington, is designated a Transit Priority Arterial Street in the City's Transportation Element and is categorized as a Major Highway Class II. The Transportation Element calls for 12-foot wide sidewalks in standard Major Highway Class II segments, and 15-ft sidewalks in pedestrian priority segments. The West Wilshire Community Design Overlay Design Guidelines and Standards support pedestrian activity by improving the scale and orientation of buildings and promoting outdoor pedestrian-friendly uses. While additional capacity on Wilshire Boulevard will be necessary to accommodate the new bus-only lane, reducing sidewalk widths by 5 feet on the south side of Wilshire Blvd from Sepulveda to Federal, and both sides of the street from Federal to Barrington would reduce sidewalks from their current width of 10-13 feet to a substandard width of 8 feet. Our concern is that such narrow sidewalks could potentially create a hazardous environment for pedestrians, many of whom will also be transit riders, and reduce the effectiveness of the West Wilshire Community Design Overlay. Along the entire study corridor, the EIR should examine alternatives such as restriping of existing right-of-way or modifying sidewalk widths in a manner that would minimize street widening.

Finally, while bus rapid transit is necessary along this heavily traveled corridor, reducing sidewalk widths as part of this project would have adverse impacts on pedestrian mobility. If street widening reduces sidewalks to an uncomfortable width for pedestrians and creates a potential conflict with bus shelters, new bus riders may be deterred from taking transit. Supplemental materials are attached which further illustrates the City's adopted policies which address pedestrian-transit connections. The Los Angeles Department of City Planning looks forward to working with the Metro to address these issues prior to the release of a Draft Environmental Impact Report. For further information regarding Los Angeles land use, plans, procedures and the concerns expressed in this comment letter please contact my staff: Michelle Sorkin at (213) 978-1199 or Christopher Koontz at (213) 978-1193. We look forward to reviewing a written response to the issues we have raised.

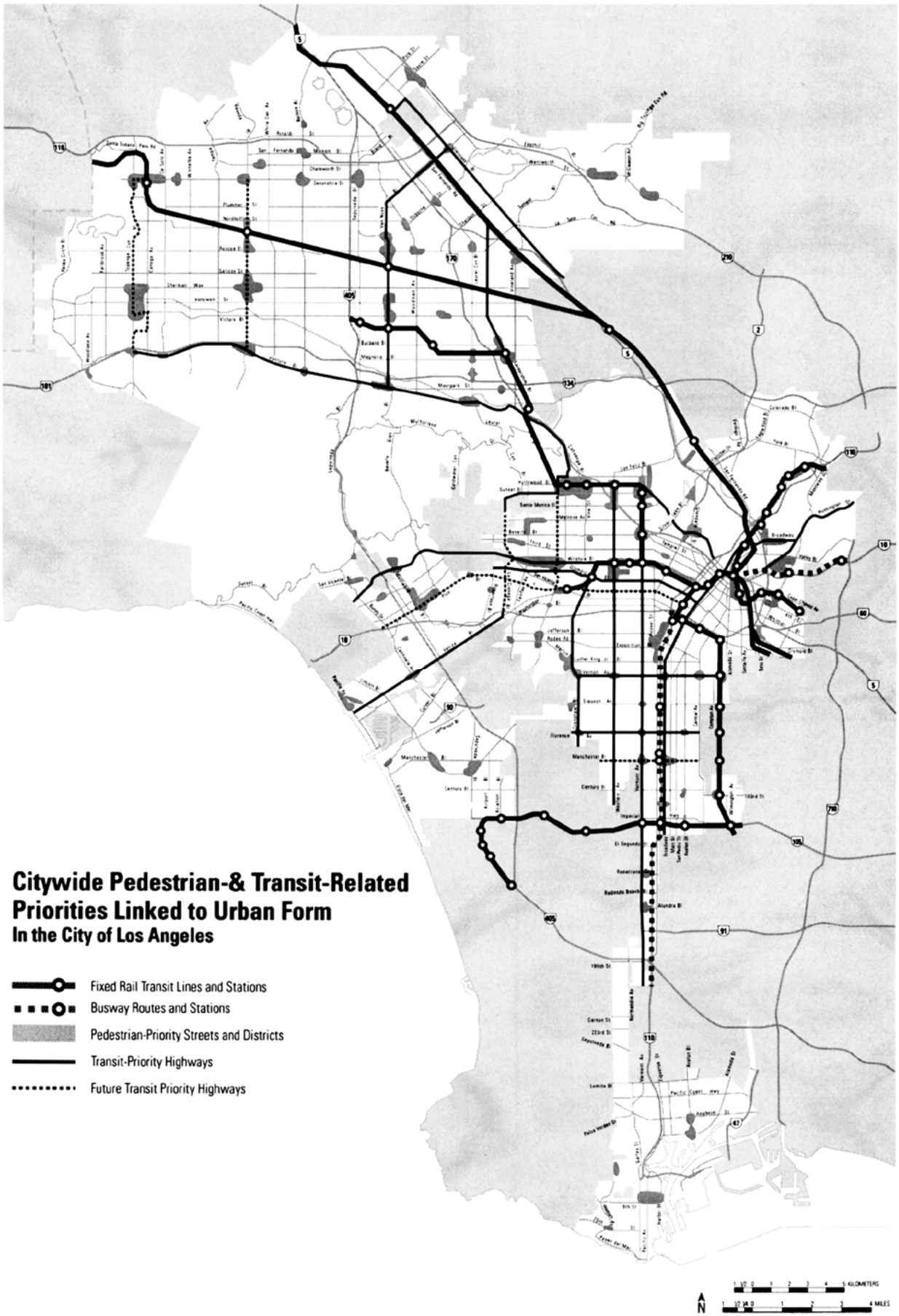
Sincerely,

S. GAIL GOLDBERG
Director of Planning

Charles J. Rausch, Jr.
Senior City Planner

SGG/CR/ms

Cc: Rita Robinson, Department of Transportation
Betsy Weisman, Department of City Planning


Citywide Pedestrian-& Transit-Related Priorities Linked to Urban Form
In the City of Los Angeles
Fixed Rail Transit Lines and Stations
Busway Routes and Stations
Pedestrian-Priority Streets and Districts
Transit-Priority Highways
Future Transit Priority Highways
N

Attachment B

Relevant Community Plan Objectives and Policies

Brentwood – Pacific Palisades Community Plan:

Objective 1-2 To locate new housing in a manner which reduces trips and makes it accessible to services and facilities.

Policy 1-2.1 Retain higher residential densities near commercial centers and major bus routes where public service facilities, utilities and topography will accommodate such development and circulation system.

Policy 1-2.2 Encourage multiple residential development in specified commercial zones.

Objective 2-3 To enhance the appearance of commercial districts and to identify pedestrian-oriented areas .

Policy 2-3.6 Promote mixed-use projects along transit corridors, and in appropriate commercial areas.

Policy 2-3.7 Encourage large mixed use projects and other large new development projects in the transit corridor along Wilshire Boulevard to incorporate human service facilities as part of the project.

Objective 10-1 To encourage improved local and express bus service through the community, and encourage park and ride facilities to interface with freeways, transit routes and HOV lanes.

Policy 10-1.1 Coordinate with the Metropolitan Transportation Authority (MTA) to improve local bus service to and within the Brentwood-Pacific Palisades plan area.

Policy 10-1.2 Encourage the expansion wherever feasible, of programs aimed at enhancing the mobility of senior citizens, disabled persons and the transit-dependent population.

Objective 10-2 To increase the work trips and non-work trips made on public transit.

Policy 10-2.1 Develop an intermodal mass transportation plan to implement linkages to future mass transit service.

Objective 12-1 To increase the capacity of existing transportation systems through minor physical improvements.

Policy 12-1.2 Consider parking restriction on selected arterials, where appropriate.

Program: P.M. peak hour parking restrictions and striping for another lane are proposed along the following roadway segments (TIMP):

Wilshire Boulevard westbound from Barrington Avenue to Los Angeles city limits (currently 2 lanes). Wilshire Boulevard eastbound from Los Angeles city limits to Westgate Avenue (currently 2 lanes).

West Los Angeles:

Objective 2-2: To promote distinctive commercial districts and pedestrian-oriented areas.

Policy 2-2.1 Encourage Pedestrian-oriented design in designated areas and in new development.

Policy 2-3.1 Establish street identity and character through appropriate sign control, landscaping and streetscape improvements; and require that new development be compatible with the scale of adjacent neighborhoods.

Objective 10-1: To encourage improved local and express bus service through the West Los Angeles Community area and encourage park-and-ride facilities to connect with freeways and high occupancy vehicle (HOV) facilities.

Policy 10-1.1 Coordinate with the Metropolitan Transportation Authority (MTA) and the Los Angeles Department of Transportation (LADOT) to improve local express bus service serving the West Los Angeles community.

Policy 10-1.2 Encourage the expansion, wherever feasible, of programs aimed at enhancing the mobility of senior citizens, disable people and the transit-dependent population.

Objective 10-2: To increase the work trips and non-work trips made on public transit.

Policy 10-2.1 Develop an intermodal mass transportation plan to implement linkages to future mass transit service.

Policy 10-2.2 Implement transit priority treatments (such as signal coordination, transit signal priority, queue jumpers, signing and striping modification).

Objective 11-1: To pursue transportation management strategies that can maximize vehicle occupancy, minimize average trip length and reduce the number of vehicle trips.

Policy 11-1.4 Promote the development of transportation facilities and services that encourage transit ridership, increase vehicle occupancy, and improve pedestrian and bicycle access.

Objective 12-2: To promote pedestrian - oriented mobility for commuter, school, recreational use, economic activity and access to transit facilities.

Policy 12-2.1 Encourage the safe utilization of public utility easements and other public rights-of-way along flood control channels, railroad rights-of-way, and streets wherever feasible for the use of pedestrians.

Westwood Community Plan:

Objective 2-2: To promote distinctive commercial districts and pedestrian-oriented areas.
Policy 2-2.1: Encourage Pedestrian-oriented design in designated areas and in new development.

Objective 2-3: To enhance the appearance of commercial districts.

Objective 9-1: To encourage improved local and express bus service throughout the Community and encourage park-and-ride facilities that connect with freeways, transit routes and high occupancy vehicle (HOV) lanes.

Policy 9-1.1 Coordinate with the Metropolitan Transportation Authority (MTA) and the Los Angeles Department of Transportation (LADOT) to expand express and local bus service to and within the Community.

Policy 9-1.2 Encourage the expansion of programs aimed at enhancing the mobility of senior citizens, disabled people and the transit-dependent population.

Objective 11-2: To provide pedestrian-oriented access and routes that are safe, efficient and attractive for commuter, school and recreational use, and facilitate economic activity and access to transit facilities.

Policy 11-2.1 Encourage the safe utilization of public utility easements and other public rights-of-way wherever feasible for the use of pedestrians.

Policy 11-2.2 Require the installation of sidewalks in all new roadway construction and substantial reconstruction of existing roadways.

Policy 11-2.3 Protect and improve pedestrian-oriented street segments.

Wilshire Community Plan:

Residential Land

Objective 1-2: Reduce vehicular trips and congestion by developing new housing in close proximity to regional and community commercial centers, subway stations and existing bus route stops.

Policy 1-2.1 Encourage higher density residential uses near major public transportation centers.

Commercial Land

Objective 2-2: Promote distinctive commercial districts and pedestrian-oriented areas.

Policies 2-2.1 Encourage pedestrian-oriented design in designated areas and in new development.

Program: Establish Community Design Overlay Districts (CDOs), and Pedestrian Oriented Districts (PODs), which have design policies in designated areas to ensure the creation of pedestrianfriendly commercial development. Develop a CDO for the Miracle Mile area.

Policy 2-2.2 Encourage large mixed use projects to incorporate facilities beneficial to the community such as libraries, child care facilities, community meeting rooms, senior centers, police sub-stations, and/or other appropriate human service facilities as part of the project.

Policy 2-2.3 Encourage the incorporation of retail, restaurant, and other neighborhood serving uses in the first floor street frontage of structures, including mixed use projects located in Neighborhood Districts.

Objective 2-3: Enhance the visual appearance and appeal of commercial districts.

Policy 2-3.1 Improve streetscape identity and character through appropriate controls of signs, landscaping, and streetscape improvements; and require that new development be compatible with the scale of adjacent neighborhoods.

Program: Prepare Streetscape Plans for commercial corridors to coordinate and improve the public streetscape as funds become available for implementation and construction.

Program: Work with the Wilshire Center BID to formally adopt existing streetscape plans for that portion of Wilshire Boulevard between Western and Hoover Street.

Program: Create a Streetscape Plan for the Miracle Mile, in conjunction with the proposed Community Design Overlay to coordinate and improve the public realm in conjunction with private urban design and facade improvements.

Program: Encourage the application of the Design Standards in Chapter 5 of the Plan by other City Departments, public agencies, and the private sector regarding improvement of public spaces and rights-of-way in commercial areas, especially in Community Commercial and Regional Commercial Centers.

Circulation

Alternate Standards
In addition, the Wilshire Community Plan maintains the following alternate standards for the development of certain streets due to environmental and urban design considerations:
Wilshire Blvd. - No widening in excess of existing roadway.

Objective 10-1: Continue to encourage improved and additional local and express bus service and neighborhood shuttles throughout the Wilshire Community Plan Area.

Policy 10-1.1 Continue to coordinate with the Metropolitan Transportation Authority (MTA) and the Los Angeles Department of Transportation (LADOT) with plans to improve local and express bus service serving Wilshire.

Policy 10-1.2 Encourage the expansion, wherever feasible, of programs aimed at enhancing the mobility of senior citizens, disabled people, students, and low-income, transit-dependent populations.

Objective 10-2: Increase work trips and non-work trips made on public transit.

Policy 10-2.1 Develop coordinated intermodal public transit plans to implement linkages to future public transit services.

Program: Encourage development of “Public Transit Transfer Centers”, including public transit stations, located at convenient locations to allow easy transfers to other routes and public services, employment areas, and shopping centers.

Policy 10-2.2 Implement Transit Priority Treatments (such as signal coordination or replacement, public transit signal priority, queue jumpers, signing and striping placement and color modification).

Program: Implement Transit Priority Treatment bus speed improvement measures, according to the General Plan Transportation Element, on all Major Class II Highways in the Wilshire Community Plan Area with scheduled bus service.

Program: Provide enhanced amenities at major transit stops including such facilities as widened sidewalks, pedestrian waiting areas, transit shelters, enhanced lighting, improved crosswalks, information kiosks, and advanced fare collection mechanisms.

Objective 11-2: Promote pedestrian mobility, safety, amenities, and access between employment centers, residential areas, recreational areas, schools, and transit centers.

Policy 11-2.1 Encourage the safe utilization of public utility easements and other public rights-of-way along streets wherever feasible for the use of pedestrians.

Policy 11-2.2 Require sidewalks with new roadway construction and substantial reconstruction of existing roadways.

Program: Continue to coordinate with the City's Capital Improvement Program (CIP), Public Works construction projects and the City's discretionary project approval process.

Policy 11-2.3 Protect and improve existing pedestrian oriented street segments.

Program: Develop precise guidelines to develop, protect, and foster the pedestrian oriented nature of these areas.

Westlake Community Plan:

Commercial Land Objective: To encourage all new large scale commercial development to provide adequate parking and access to public transportation.

Policies:

2. That the pedestrian oriented commercial centers around MacArthur Park continue to serve as a focal point for shopping, social, and entertainment activities.

4. That neighborhood markets and retail and service establishments oriented to the residents be retained throughout the community, within walking distance of residents.

5. That Highway-Oriented commercial uses such as drive-thru establishments, auto-repair, and other similar uses be located away from pedestrian oriented areas.

7. That new commercial development be oriented so as to facilitate pedestrian access by locating parking to the rear of structures.

Circulation Objectives:

1. To maximize the effectiveness of public transportation to meet the travel needs of transit dependent residents.

2. To provide for a circulation system coordinated with land uses and densities in order to accommodate the movement of people and goods.

3. To minimize the conflict between vehicular and pedestrian traffic.

4. To encourage alternate modes of travel and provide an integrated transportation system that is coordinated with land uses and which can accommodate the total travel needs of the community.

5. To encourage the creation of a local auxiliary transit system which would link the residential areas of Westlake to the high and medium intensity commercial areas and with the Red-Line subway station.

6. To encourage new businesses and companies to provide carpooling as a means of providing access to Westlake.

7. To continue development of the highway and street system in conformance with the city's five year capital program.

Policies

1. That no residential, commercial, or industrial zone changes be approve unless it is determined that transportation facilities, existing or assured, are adequate to accommodate the traffic generated.

2. That any unique character of a community street be maintained and enhanced by improved design characteristics such as street trees, landscaped median strips, traffic islands, and special paving.

3. That the city continue to encourage and assist the MTA in analyzing the community's transit needs in order to increase bus service and improve its efficiency and comfort.

4. That public transportation, including rapid transit be accessible to transit dependent residents.

Subject: Proposed Wilshire BRT
Date: Friday, October 23, 2009 7:06 AM
From: Ivan Finkle <ifinkle@sbcglobal.net>
To: WilshireBRT WilshireBRT@metro.net
Cc: Paul Koretz paul.koretz@lacity.org, Jay Greenstein jay.greenstein@lacity.org, Janet Reichmann jreichmann@comstockhills.com

Martha Butler, Project Manager
Metropolitan Transit Authority
One Gateway Plaza
Los Angeles, CA 90012

Wilshire Boulevard, in its present configuration, is severely congested in both the morning and afternoon rush hours. The notion of dedicating a lane, each way, to buses during those hours will have severe negative consequences for the flow of traffic. As a result cars will inevitably find routes around the problem by using surface streets north and south of Wilshire.

The neighborhoods in these areas will then find themselves inundated with traffic on streets not designed to carry heavy traffic.

The sum result then will be increased delays on Wilshire and excessive traffic on residential streets,while, perhaps, improving flow of buses.

On balance the idea causes more problems than it solves.

I urge that the plan be abandoned without the planned trial run.

Ivan Finkle
10340 Rochester Avenue
Los Angeles, CA 90024

Jeffrey M. Jacobberger
5516 Edgewood Place #1
Los Angeles CA 90019

Phone: 323.930.1609
Fax: 323.927.1504
E-Mail: jacobbergerj@sbcglobal.net

VIA E-MAIL

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

Re: Wilshire Bus Rapid Transit (BRT) Project

Dear Ms. Butler:

I strongly support implementation of peak period bus lanes on Wilshire Boulevard, and offer the following brief comments regarding the environmental analysis to be conducted. I live four blocks south of Wilshire Boulevard in the Miracle Mile. For several years, I worked in Downtown Los Angeles and regularly commuted on Wilshire Boulevard from Hope Street to Crescent Heights Boulevard. For several years before that, I worked in Westwood, and commuted on Wilshire Boulevard between Santa Monica Boulevard and Gayley Avenue.

EIR Should Be Based On Actual, Not Theoretical, Lane Distribution of Existing Traffic

One of the primary concerns of residents near Wilshire is whether the project will create spillover traffic on other east-west streets, including 6th Street and 8th Street and if so, how much. The analysis of this issue should reflect the reality of existing motorist behavior. In theory, the project will reduce roadway capacity for vehicles other than buses from 3 lanes to 2. A simplistic analysis would conclude that 1/3 of the traffic on Wilshire thus will be diverted either into the remaining two lanes or onto parallel streets. However, at least between Western and Crescent Heights, the pavement condition of the curb lane is so poor that even Metro buses do not travel in that lane. In my experience, that curb lane carries almost no vehicles other than right-turning vehicles (which would still be allowed to use the lane), and virtually all of the traffic on Wilshire is in the two center lanes.

A simplistic analysis—1/3 of vehicle counts on Wilshire must go someplace else—will yield a conclusion that there will be severe impacts on surrounding neighborhoods, which likely will generate community opposition to the project. A more careful analysis based on actual conditions would, I suspect, yield the conclusion that the project will displace few vehicles from

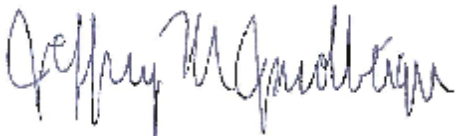
the curb lane, and that putting buses back in the curb lane would increase capacity of the remaining two lanes for other vehicles, and that the "spillover" traffic on parallel streets would be minimal. There is no reason for Metro to give unwarranted ammunition to opponents of this project.

Consider the Needs of Bicyclists

The EIR must consider the impact of the project, and any proposed mitigation measures, on bicyclists. In the Miracle Mile, both 6th Street and 8th Street are important bicycle streets and are designated as a "proposed bicycle route" and "bicycle friendly street," respectively, in the City of Los Angeles' Draft Bicycle Plan Update. 8th Street through most of Park Mile, and 7th Street from Downtown to Wilshire Center, are also designated as bikeways. The EIR must consider the impacts on **all** users of streets, including bicyclists. Preserving the safety of bikeways that parallel Rapid Bus routes is particularly important because the bus-mounted bike racks are often full, forcing bicycle/bus commuters to bicycle instead of taking the bus. In short, it would not be acceptable to simply conclude that spillover traffic, if any, could be accommodated by making streets like 3rd, 6th, 7th and 8th Streets "better" for automobiles. It is my understanding that Metro has adopted a "Complete Streets" policy; this EIR cannot pretend that buses and motorized vehicles are the only users of Wilshire Boulevard and nearby streets.

On a related note, the EIR should consider whether some or all of the bus-only lanes could or should be bus/bike lanes, particularly in the Park Mile from Western or Wilton to Rimpau. Because of the gated community of Fremont Place in the Park Mile, there is very poor bicycle access to the Wilshire/Western Metro station; and because of the poor condition of the curb lane, that portion of Wilshire is reasonably safe for and used by bicyclists. As a utilitarian bicyclist who bicycles for nearly all local trips, I believe that bicyclists should be included in all transportation proejcts. An analysis might conclude that designating the peak hour lane as a bike/bus lane might slow down buses, and give back much of the bus trip time improvements that the project is expected to generate. However, an analysis might show that bicycles would not slow buses. The analysis should be done and bicycles excluded only if their presence can be shown to have a detrimental impact on expected performance of the lanes.

Yours truly,



Jeffrey M. Jacobberger

DEPARTMENT OF
CITY PLANNING
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LOS ANGELES, CA 90012-4801
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October 23, 2009

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

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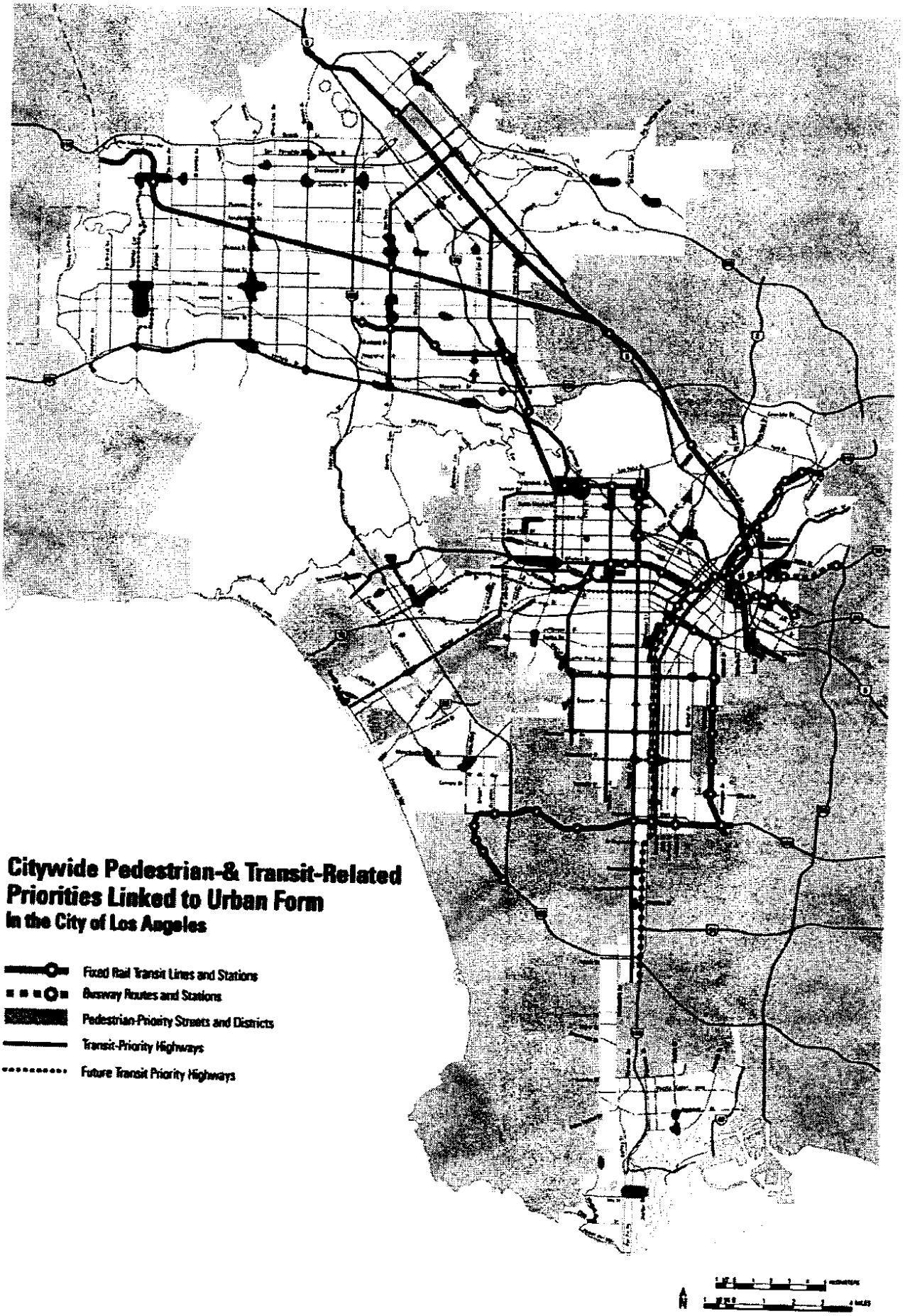
Attachment A
Citywide Pedestrian and Transit-Related Priorities (Framework Element)



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Circulation

Alternate Standards
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Program: Provide enhanced amenities at major transit stops including such facilities as widened sidewalks, pedestrian waiting areas, transit shelters, enhanced lighting, improved crosswalks, information kiosks, and advanced fare collection mechanisms.

Objective 11-2: Promote pedestrian mobility, safety, amenities, and access between employment centers, residential areas, recreational areas, schools, and transit centers.

Policy 11-2.1 Encourage the safe utilization of public utility easements and other public rights-of-way along streets wherever feasible for the use of pedestrians.

1. That no residential, commercial, or industrial zone changes be approve unless it is determined that transportation facilities, existing or assured, are adequate to accommodate the traffic generated.

2. That any unique character of a community street be maintained and enhanced by improved design characteristics such as street trees, landscaped median strips, traffic islands, and special paving.

3. That the city continue to encourage and assist the MTA in analyzing the community's transit needs in order to increase bus service and improve its efficiency and comfort.

4. That public transportation, including rapid transit be accessible to transit dependent residents.

Subject: I have a question about the Wilshire Bus Rapid Transit (BRT) Project Study
Date: Friday, October 23, 2009 1:00 PM
From: Webmaster <RSC_Webmaster@metro.net>
To: WilshireBRT WilshireBRT@metro.net

---

firstName: LILY
lastName: CHANG
organization:
emailAddress: lily.chang@dot.ca.gov
streetAddress:
city:
state:
zipCode:
Date: Friday, October 23, 2009
Time: 01:00:41 PM

comments:

(1) Please conduct a fieldwalk on existing eastbound & westbound Wilshire Blvd from Normandie Ave & La Brea Ave. between the hours of 630-7am. (2) Please note the extent of severe pavement damage due to current MTA BRT operations. (3) Please note that the bus lane has become undriveable and observe that even the buses do not drive in the bus lane (except only to pickup/dropoff riders at the stations). (4) Please propose concrete bus lanes in this upcoming Wilshire BRT project, I have been taking the buses daily due to my involvemnt on MTA's NB I-405 HOV Widening Design Build project and the bus operators tell me this is what they want. I am telling you as a resident & car owner of the Miracle Mile district that I also want concrete bus lanes & bus pads. (5) If you cannot provide continuous concrete bus lanes on this new project, please tell me what contractual agreements you will put in place with the City of LA (LADOT) to maintain pavement that is driveable, safe, and does not reduce vehicle capacity. (6) FYI, the City of Santa Monday (Wilshire Blvd near 26th Street) has concrete bus lanes. MTA 720 Rapid bus operators really love it. Please keep me posted on the results of your investigations on (1) thru (6). Many Thanks.

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CITY PLANNING
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AND
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REGINA M. FREER
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DIEGO CARDOSO
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October 23, 2009

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

Re: Wilshire Bus Rapid Transit (BRT) Project

Dear Ms. Butler,

The following is the City of Los Angeles Department of City Planning's response to the Notice of Preparation of an Environmental Impact Report issued on September 23, 2009 regarding the proposed Bus Rapid Transit lane along the Wilshire Boulevard corridor. The Planning Department looks forward to working cooperatively with Metro and the City of Los Angeles Department of Transportation to refine, enhance and improve the proposed project.

The land-use element of the City of Los Angeles' general plan is comprised of 35 community plan areas. The Wilshire BRT Project would traverse several community plan areas, including: Westlake, Wilshire, Westwood, West Los Angeles, and Brentwood-Pacific Palisades. The Community Plans provide guidance regarding the compatibility of proposed public and private improvements within the context and goals of specific communities. The Westlake and West Los Angeles Community Plans are currently being updated to amplify and implement many of the existing goals and policies, and encourage transit-supportive land uses. Furthermore, the City's General Plan Framework Element designates several nodes along Wilshire Boulevard as "Pedestrian Priority Areas" (Attachment A) indicating that transit and pedestrian solutions can and should work in concert.

Issues to be studied in the EIR

In light of the recently approved California Complete Streets Act of 2008, the City of Los Angeles is required to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation. The intent of this legislation was to ensure that any future plans would inextricably link best practices in land use and transportation planning.

The expansion and improvement of bus service along Wilshire Boulevard is a critical step toward improving transit ridership and preparing for a future subway. It also affords the City of Los Angeles the opportunity to ensure that transportation enhancements and pedestrian amenities are balanced. However, the Department of City Planning is concerned that street widening improvements, particularly between Sepulveda Boulevard and Barrington Avenue, just west of the San Diego Freeway, would create conflicts between transit and pedestrian amenities. Metro and DOT should carefully evaluate each segment of the Wilshire BRT project to ensure that street improvements necessary to accommodate the bus-only lane avoid any removal of sidewalks, which would affect pedestrian access to future bus service and subway lines.

Community Design and Pedestrian Priority Areas

In addition to Community Plan policies, several zoning ordinances have been adopted spanning the length of the Wilshire Boulevard corridor in the City of Los Angeles. These overlay districts serve to improve the pedestrian experience through urban design regulations dealing with site planning, the scale of buildings, pedestrian access, and urban form. On the west end of the corridor, the West Los Angeles and Brentwood-Pacific Palisades areas include the West Wilshire Community Design Overlay District, between Federal to Centinela Avenues. Westwood Village is designated a Pedestrian Priority Area in the Framework, and also includes the Wilshire Westwood Scenic Corridor Specific Plan, which regulates building design and addresses building orientation and site planning. In the mid-city portion of the Wilshire Corridor, the Miracle Mile Community Design Overlay and Park Mile Specific Plan promote walkability and the use of transit along Wilshire. Finally, in the Westlake Community Plan, the Central City West Specific Plan encourages new projects to improve pedestrian safety, and a Community Design Overlay on Wilshire Boulevard is proposed as part of the Community Plan Update in order to encourage development around existing and future transit facilities. The objective of these overlays is to create a safe environment for pedestrians in transit-rich areas, and with additional capacity planned as part of the BRT project both of these objectives can be met.

Maintaining Appropriate Sidewalk Widths

Wilshire Blvd, between Federal and Barrington, is designated a Transit Priority Arterial Street in the City's Transportation Element and is categorized as a Major Highway Class II. The Transportation Element calls for 12-foot wide sidewalks in standard Major Highway Class II segments, and 15-ft sidewalks in pedestrian priority segments. The West Wilshire Community Design Overlay Design Guidelines and Standards support pedestrian activity by improving the scale and orientation of buildings and promoting outdoor pedestrian-friendly uses. While additional capacity on Wilshire Boulevard will be necessary to accommodate the new bus-only lane, reducing sidewalk widths by 5 feet on the south side of Wilshire Blvd from Sepulveda to Federal, and both sides of the street from Federal to Barrington would reduce sidewalks from their current width of 10-13 feet to a substandard width of 8 feet. Our concern is that such narrow sidewalks could potentially create a hazardous environment for pedestrians, many of whom will also be transit riders, and reduce the effectiveness of the West Wilshire Community Design Overlay. Along the entire study corridor, the EIR should examine alternatives such as restriping of existing right-of-way or modifying sidewalk widths in a manner that would minimize street widening.

Finally, while bus rapid transit is necessary along this heavily traveled corridor, reducing sidewalk widths as part of this project would have adverse impacts on pedestrian mobility. If street widening reduces sidewalks to an uncomfortable width for pedestrians and creates a potential conflict with bus shelters, new bus riders may be deterred from taking transit. Supplemental materials are attached which further illustrates the City's adopted policies which address pedestrian-transit connections. The Los Angeles Department of City Planning looks forward to working with the Metro to address these issues prior to the release of a Draft Environmental Impact Report. For further information regarding Los Angeles land use, plans, procedures and the concerns expressed in this comment letter please contact my staff: Michelle Sorkin at (213) 978-1199 or Christopher Koontz at (213) 978-1193. We look forward to reviewing a written response to the issues we have raised.

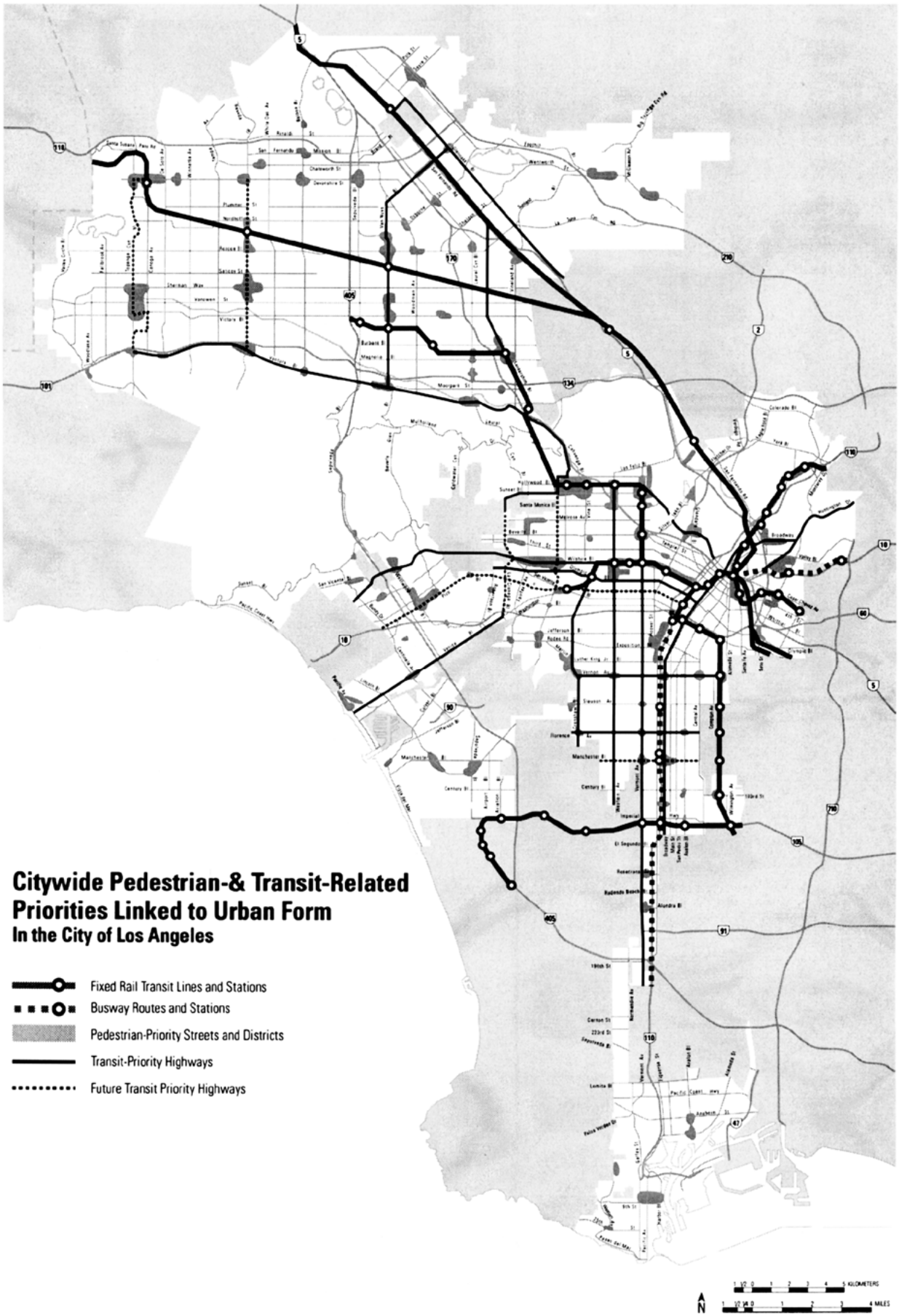
Sincerely,

S. GAIL GOLDBERG
Director of Planning

Charles J. Rausch, Jr.
Senior City Planner

SGG/CR/ms

Cc: Rita Robinson, Department of Transportation
Betsy Weisman, Department of City Planning


Citywide Pedestrian-& Transit-Related Priorities Linked to Urban Form
In the City of Los Angeles
Fixed Rail Transit Lines and Stations
Busway Routes and Stations
Pedestrian-Priority Streets and Districts
Transit-Priority Highways
Future Transit Priority Highways
N

Attachment B

<u>Relevant Community Plan Objectives and Policies</u>

Brentwood – Pacific Palisades Community Plan:

Objective 1-2 To locate new housing in a manner which reduces trips and makes it accessible to services and facilities.

Policy 1-2.1 Retain higher residential densities near commercial centers and major bus routes where public service facilities, utilities and topography will accommodate such development and circulation system.

Policy 1-2.2 Encourage multiple residential development in specified commercial zones.

Objective 2-3 To enhance the appearance of commercial districts and to identify pedestrian-oriented areas .

Policy 2-3.6 Promote mixed-use projects along transit corridors, and in appropriate commercial areas.

Policy 2-3.7 Encourage large mixed use projects and other large new development projects in the transit corridor along Wilshire Boulevard to incorporate human service facilities as part of the project.

Objective 10-1 To encourage improved local and express bus service through the community, and encourage park and ride facilities to interface with freeways, transit routes and HOV lanes.

Policy 10-1.1 Coordinate with the Metropolitan Transportation Authority (MTA) to improve local bus service to and within the Brentwood-Pacific Palisades plan area.

Policy 10-1.2 Encourage the expansion wherever feasible, of programs aimed at enhancing the mobility of senior citizens, disabled persons and the transit-dependent population.

Objective 10-2 To increase the work trips and non-work trips made on public transit.

Policy 10-2.1 Develop an intermodal mass transportation plan to implement linkages to future mass transit service.

Objective 12-1 To increase the capacity of existing transportation systems through minor physical improvements.

Policy 12-1.2 Consider parking restriction on selected arterials, where appropriate.

Program: P.M. peak hour parking restrictions and striping for another lane are proposed along the following roadway segments (TIMP):

Wilshire Boulevard westbound from Barrington Avenue to Los Angeles city limits (currently 2 lanes). Wilshire Boulevard eastbound from Los Angeles city limits to Westgate Avenue (currently 2 lanes).

West Los Angeles:

Objective 2-2: To promote distinctive commercial districts and pedestrian-oriented areas.

Policy 2-2.1 Encourage Pedestrian-oriented design in designated areas and in new development.

Policy 2-3.1 Establish street identity and character through appropriate sign control, landscaping and streetscape improvements; and require that new development be compatible with the scale of adjacent neighborhoods.

Objective 10-1: To encourage improved local and express bus service through the West Los Angeles Community area and encourage park-and-ride facilities to connect with freeways and high occupancy vehicle (HOV) facilities.

Policy 10-1.1 Coordinate with the Metropolitan Transportation Authority (MTA) and the Los Angeles Department of Transportation (LADOT) to improve local express bus service serving the West Los Angeles community.

Policy 10-1.2 Encourage the expansion, wherever feasible, of programs aimed at enhancing the mobility of senior citizens, disable people and the transit-dependent population.

Objective 10-2: To increase the work trips and non-work trips made on public transit.

Policy 10-2.1 Develop an intermodal mass transportation plan to implement linkages to future mass transit service.

Policy 10-2.2 Implement transit priority treatments (such as signal coordination, transit signal priority, queue jumpers, signing and striping modification).

Objective 11-1: To pursue transportation management strategies that can maximize vehicle occupancy, minimize average trip length and reduce the number of vehicle trips.

Policy 11-1.4 Promote the development of transportation facilities and services that encourage transit ridership, increase vehicle occupancy, and improve pedestrian and bicycle access.

Objective 12-2: To promote pedestrian - oriented mobility for commuter, school, recreational use, economic activity and access to transit facilities.

Policy 12-2.1 Encourage the safe utilization of public utility easements and other public rights-of-way along flood control channels, railroad rights-of-way, and streets wherever feasible for the use of pedestrians.

Westwood Community Plan:

Objective 2-2: To promote distinctive commercial districts and pedestrian-oriented areas.
Policy 2-2.1: Encourage Pedestrian-oriented design in designated areas and in new development.

Objective 2-3: To enhance the appearance of commercial districts.

Objective 9-1: To encourage improved local and express bus service throughout the Community and encourage park-and-ride facilities that connect with freeways, transit routes and high occupancy vehicle (HOV) lanes.

Policy 9-1.1 Coordinate with the Metropolitan Transportation Authority (MTA) and the Los Angeles Department of Transportation (LADOT) to expand express and local bus service to and within the Community.

Policy 9-1.2 Encourage the expansion of programs aimed at enhancing the mobility of senior citizens, disabled people and the transit-dependent population.

Objective 11-2: To provide pedestrian-oriented access and routes that are safe, efficient and attractive for commuter, school and recreational use, and facilitate economic activity and access to transit facilities.

Policy 11-2.1 Encourage the safe utilization of public utility easements and other public rights-of-way wherever feasible for the use of pedestrians.

Policy 11-2.2 Require the installation of sidewalks in all new roadway construction and substantial reconstruction of existing roadways.

Policy 11-2.3 Protect and improve pedestrian-oriented street segments.

Wilshire Community Plan:

Residential Land

Objective 1-2: Reduce vehicular trips and congestion by developing new housing in close proximity to regional and community commercial centers, subway stations and existing bus route stops.

Policy 1-2.1 Encourage higher density residential uses near major public transportation centers.

Commercial Land

Objective 2-2: Promote distinctive commercial districts and pedestrian-oriented areas.

Policies 2-2.1 Encourage pedestrian-oriented design in designated areas and in new development.

Program: Establish Community Design Overlay Districts (CDOs), and Pedestrian Oriented Districts (PODs), which have design policies in designated areas to ensure the creation of pedestrianfriendly commercial development. Develop a CDO for the Miracle Mile area.

Policy 2-2.2 Encourage large mixed use projects to incorporate facilities beneficial to the community such as libraries, child care facilities, community meeting rooms, senior centers, police sub-stations, and/or other appropriate human service facilities as part of the project.

Policy 2-2.3 Encourage the incorporation of retail, restaurant, and other neighborhood serving uses in the first floor street frontage of structures, including mixed use projects located in Neighborhood Districts.

Objective 2-3: Enhance the visual appearance and appeal of commercial districts.

Policy 2-3.1 Improve streetscape identity and character through appropriate controls of signs, landscaping, and streetscape improvements; and require that new development be compatible with the scale of adjacent neighborhoods.

Program: Prepare Streetscape Plans for commercial corridors to coordinate and improve the public streetscape as funds become available for implementation and construction.

Program: Work with the Wilshire Center BID to formally adopt existing streetscape plans for that portion of Wilshire Boulevard between Western and Hoover Street.

Program: Create a Streetscape Plan for the Miracle Mile, in conjunction with the proposed Community Design Overlay to coordinate and improve the public realm in conjunction with private urban design and facade improvements.

Program: Encourage the application of the Design Standards in Chapter 5 of the Plan by other City Departments, public agencies, and the private sector regarding improvement of public spaces and rights-of-way in commercial areas, especially in Community Commercial and Regional Commercial Centers.

Circulation

Alternate Standards
In addition, the Wilshire Community Plan maintains the following alternate standards for the development of certain streets due to environmental and urban design considerations:
Wilshire Blvd. - No widening in excess of existing roadway.

Objective 10-1: Continue to encourage improved and additional local and express bus service and neighborhood shuttles throughout the Wilshire Community Plan Area.

Policy 10-1.1 Continue to coordinate with the Metropolitan Transportation Authority (MTA) and the Los Angeles Department of Transportation (LADOT) with plans to improve local and express bus service serving Wilshire.

Policy 10-1.2 Encourage the expansion, wherever feasible, of programs aimed at enhancing the mobility of senior citizens, disabled people, students, and low-income, transit-dependent populations.

Objective 10-2: Increase work trips and non-work trips made on public transit.

Policy 10-2.1 Develop coordinated intermodal public transit plans to implement linkages to future public transit services.

Program: Encourage development of “Public Transit Transfer Centers”, including public transit stations, located at convenient locations to allow easy transfers to other routes and public services, employment areas, and shopping centers.

Policy 10-2.2 Implement Transit Priority Treatments (such as signal coordination or replacement, public transit signal priority, queue jumpers, signing and striping placement and color modification).

Program: Implement Transit Priority Treatment bus speed improvement measures, according to the General Plan Transportation Element, on all Major Class II Highways in the Wilshire Community Plan Area with scheduled bus service.

Program: Provide enhanced amenities at major transit stops including such facilities as widened sidewalks, pedestrian waiting areas, transit shelters, enhanced lighting, improved crosswalks, information kiosks, and advanced fare collection mechanisms.

Objective 11-2: Promote pedestrian mobility, safety, amenities, and access between employment centers, residential areas, recreational areas, schools, and transit centers.

Policy 11-2.1 Encourage the safe utilization of public utility easements and other public rights-of-way along streets wherever feasible for the use of pedestrians.

Policy 11-2.2 Require sidewalks with new roadway construction and substantial reconstruction of existing roadways.

Program: Continue to coordinate with the City's Capital Improvement Program (CIP), Public Works construction projects and the City's discretionary project approval process.

Policy 11-2.3 Protect and improve existing pedestrian oriented street segments.

Program: Develop precise guidelines to develop, protect, and foster the pedestrian oriented nature of these areas.

Westlake Community Plan:

Commercial Land Objective: To encourage all new large scale commercial development to provide adequate parking and access to public transportation.

Policies:

2. That the pedestrian oriented commercial centers around MacArthur Park continue to serve as a focal point for shopping, social, and entertainment activities.

4. That neighborhood markets and retail and service establishments oriented to the residents be retained throughout the community, within walking distance of residents.

5. That Highway-Oriented commercial uses such as drive-thru establishments, auto-repair, and other similar uses be located away from pedestrian oriented areas.

7. That new commercial development be oriented so as to facilitate pedestrian access by locating parking to the rear of structures.

Circulation Objectives:

1. To maximize the effectiveness of public transportation to meet the travel needs of transit dependent residents.

2. To provide for a circulation system coordinated with land uses and densities in order to accommodate the movement of people and goods.

3. To minimize the conflict between vehicular and pedestrian traffic.

4. To encourage alternate modes of travel and provide an integrated transportation system that is coordinated with land uses and which can accommodate the total travel needs of the community.

5. To encourage the creation of a local auxiliary transit system which would link the residential areas of Westlake to the high and medium intensity commercial areas and with the Red-Line subway station.

6. To encourage new businesses and companies to provide carpooling as a means of providing access to Westlake.

7. To continue development of the highway and street system in conformance with the city's five year capital program.

Policies

1. That no residential, commercial, or industrial zone changes be approve unless it is determined that transportation facilities, existing or assured, are adequate to accommodate the traffic generated.

2. That any unique character of a community street be maintained and enhanced by improved design characteristics such as street trees, landscaped median strips, traffic islands, and special paving.

3. That the city continue to encourage and assist the MTA in analyzing the community's transit needs in order to increase bus service and improve its efficiency and comfort.

4. That public transportation, including rapid transit be accessible to transit dependent residents.

Subject: I have a question about the Wilshire Bus Rapid Transit (BRT) Project Study
Date: Friday, October 23, 2009 9:00 AM
From: Webmaster <RSC_Webmaster@metro.net>
To: WilshireBRT WilshireBRT@metro.net

---

firstName: Owen
lastName: Smith
organization: Brookside Homeowners Assoc.
emailAddress: osmith1930@sbcglobal.net
streetAddress: 920 Longwood Ave
city: Los Angeles
state: Ca
zipCode: 90019
Date: Friday, October 23, 2009
Time: 09:00:06 AM

comments:

Hi Martha

I had asked about a Metro Rep attending our 10/22/09 meeting. I didn't get back to you because there were so many things on the agenda and the time so limited there wasn't enough time. We had the City Attny's office, the Police Dept. & the Council Office along with our normal business and all of those guys are long winded. I gave a BRT report that was well received. More information is wanted but we will wait until a scheduled meeting. Special meetings don't go over well unless there is a burning issue. Most of the questions were about timing and repaving Wilshire Blvd.
Owen

Subject: I have a question about the Wilshire Bus Rapid Transit (BRT) Project Study
Date: Friday, October 23, 2009 12:20 PM
From: Webmaster <RSC_Webmaster@metro.net>
To: WilshireBRT WilshireBRT@metro.net

---

firstName: Raul
lastName: Rojas
organization:
emailAddress: batboy22@gmail.com
streetAddress: 5404 Packard St. #2
city: Los Angeles
state: CA
zipCode: 90019
Date: Friday, October 23, 2009
Time: 12:20:57 PM

comments:

I take the 720/920 bus line often and I am really in favor of this plan! I bike to the bus stop every day on my way to work and then take the bus. These bus lines have been fantastic. I am often angry when drivers leave their cars in those lanes , pull out RIGHT in front of a bus and other manuevers that slow traffic for everyone. This will be the best thing to happen to Wilshire since the Rapid Busses started. It might even speed up the local service!

Brentwood Community Council
149 S. Barrington Ave., Box 194 Los Angeles, CA 90049

October 21, 2009

Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Attn: Martha Butler, Project Manager

Re: Scoping Comments on Wilshire BRT EIR/EA

The Brentwood Community Council ("BCC") is the broadest based Brentwood community organization, representing approximately 50,000 stakeholders of the community, including homeowner associations, business organizations, youth groups, schools, religious groups, volunteer service groups, multi-family residential dwellers, public safety and environmental organizations.

The BCC submits the following comments regarding the scope of the Environmental Impact Report/Environmental Assessment ("EIR/EA") for the Wilshire Blvd Bus Rapid Transit ("BRT") Project.

We believe that in order to assess the attractiveness of this project, it is necessary for the following items to be included into the EIR/EA study:

1. It is important to look at the western part of Wilshire Blvd. separately from the areas further east in doing this analysis. As you know, Wilshire Blvd. is very long, and it is possible that the project can show strong benefits in areas east of Beverly Hills by obtaining Federal funds to reconstruct sections of Wilshire Blvd. that are in dire need of repair while negatively impacting traffic in areas west of Beverly Hills. Also, it appears that Beverly Hills and Santa Monica are not participating in the BRT Project which may limit the benefits of the Project. Our main concern is the area west of Beverly Hills, and more specifically, the area west of the 405. The study should include an analysis of the benefits and negative impacts on these two segments separately from the area to the east of Beverly Hills. It should be obvious that the ridership and communities over the length of Wilshire are not homogenous, and any study that results in statistics only for the entire length rather than relevant segments would be as useless as testing a new medicine on an entire populace without distinguishing between the sick and the well.

Subsequent comments regarding the study assume that these following matters will be separately studied for each of the segments described in paragraph 1.

2. An analysis should be prepared that shows both a) the time savings and other benefits to bus riders from adding dedicated bus lanes on Wilshire Blvd. and b) the negative impact, including time delay and congestion, that adding these lanes would have on non-bus riders, i.e., motorists.

Author's info: phone ● 310.472-2908 fax ● 310.471-3006 email ● rklein@earthlink.net

3. The study should address pollution impacts such as the benefit to having buses drive faster, and also the negative impact of having cars sit in traffic longer if waiting times are increased.

4. The analysis should show a projected increase in the number of people that could reasonably be expected to take the Wilshire bus to the area west of Beverly Hills and west of the 405 if bus lanes are implemented vs. ridership today. This analysis should take into account where drivers are currently commuting from/to work in these areas, and how many of these people could benefit from the Wilshire BRT project given projected travel times of bus ridership and cars following the implementation of bus lanes, and the number of people that live in an area where they could take buses along Wilshire to reach their destination.

5. The study should show the number of bus passengers going through the segments compared with the number being picked up and the number being dropped off.

6. The study should show the projected increase in bus ridership for residents in each of the segments.

7. The study should analyze the benefits and adverse impacts if the dedicated bus lane were to end at the east end of Beverly Hills rather than the east end of Santa Monica.

8. The study should analyze the number of additional buses necessary to handle the displaced vehicles. For example, would 15 additional buses be necessary to handle 750 displaced vehicles? The study should also show if this number is consistent with the projections of additional riders.

9. The study should analyze the availability of parking structures in the different segments, since the low residential density along Wilshire west of the 405 would indicate that bus riders in that segment would be more likely to drive and park than to walk to and from the bus. Compare that segment west of the 405 with the density along Wilshire in Westwood.

10. The study should analyze the alternative of sharing the bus lane with vehicles with two or more persons.

11. The study should analyze the alternative to a dedicated bus lane of enabling buses to control the traffic signals and stop across the far side of the intersection, to the extent that they do not already have this ability.

12. The study should analyze the difference in the number of bus riders between the period of 33 months when there was a dedicated bus lane in West Los Angeles compared to the current number of riders. And relate that result to your assumptions about people changing their habits and switching from autos to buses.

310.472-2908 ● phone 310.471-3006 ● fax rklein@earthlink.net ● e-mail

13. The study should also include information that compares (a) the speed of traffic in the area during the time that there were dedicated bus lanes with (b) the speed today when the bus lane is not in place.

14. The study should consider the alternative of bus lanes in one direction or another during peak hours instead of both directions. In other words, implementing a bus lane westbound during morning rush hour and eastbound during the evening rush hour only.

15. The study should analyze the change in LOS at intersections in the two segments west of Beverly Hills.

16. The study should show the loss of parking spaces on Wilshire west of the 405, and where those cars are expected to park.

17. The study should analyze whether increased congestion from decreased capacity of eastbound Wilshire traffic heading for the northbound 405 will be diverted up to Sunset, and the impact on Sunset traffic.

18. The study should discuss the impact of the interaction of drivers in bus lanes with drivers using the on and off ramps of the 405, and also analyze whether, and to what extent, bus lanes will cause additional traffic back-ups on the 405.
.

Thank you,

Raymond Klein

Raymond Klein
Chair, Brentwood Community Council

cc: Councilmember Bill Rosendahl
Supervisor Zev Yaroslavsky

310.472-2908 ● phone 310.471-3006 ● fax rklein@earthlink.net ● e-mail

Subject: The Wilshire Bus Rapid Transit Project
Date: Friday, October 23, 2009 12:21 PM
From: RM Leich <rmlpulse@gmail.com>
To: WilshireBRT WilshireBRT@metro.net

TO: Martha Butler, Project Manager
The Wilshire Bus Rapid Transit Project
FROM: Robert Leich, Treasurer
Crown Towers Homeowner's Association
10701 Wilshire Blvd

Dear Ms. Butler:
I have been traveling for several weeks and was unable to attend the recent recent public scoping meetings for the Wilshire Bus Rapid Transit (BRT) Environmental Impact Report/Environmental Assessment (EIR/EA), and now I learn that I have only until tomorrow to send in my comments. Thus, my comments will only address the high spots and will not be as detailed as I would have preferred.

Let me briefly introduce myself. I am Robert Leich writing on behalf of The Crown Towers Homeowner's Association where I serve as Treasurer. Our Board has authorized me to write this letter in strong opposition to the proposed project. In the way of background, in my past business experience I have been involved in numerous Environmental Impact Studies, most of which were in the State of Indiana, where I was involved with decisions regarding highway corridors for both State and Interstate highways...so I know your mission responsibilities and want to present you with the reasons that The Crown Towers Board, and the Boards of several other Wilshire Corridor Buildings with which I have had discussions, are opposed to this project. In brief outline format, here are the salient points we would like you to fully consider.

>>>If one were to look at Wilshire Blvd from the Santa Monica border to just west of downtown Los Angeles, you will note that our part of Wilshire Blvd...which I will define as running east on Wilshire from Glendon to Comstock...<u>is almost entirely residential</u>. In fact, it is the <u>only such dense residential area on Wilshire from the 405 to Downtown.</u> So what you are dealing with is a major highway expansion in a residential area. This is not the case for other areas of Wilshire, but it is most certainly the case for our section of WIlshire.

>>>The land that would be appropriated for the bus lanes would by necessity take away the pull in lanes which residents of the many high rise condos and apartment buildings use to enter enter their driveways. Removing these lanes would create an enormous safety issue for homeowners attempting to pull into the buildings, or out onto Wilshire. Now one is able to get out of the traffic flow and decelerate before turning off of Wilshire, or conversely, have time to accelerate before joining into the traffic flow. Not only is this safer, but it allows the moving traffic to maintain speed and not slow down for the cars turning in and out.

>>>The land that would be appropriated for the bus lanes would by necessity take away the pull in lanes and put the buses one lane closer to the residential structures, which are already located very close to the street. So, in addition to being a safety issue it is an aesthetic and pollution issue, both from bus fumes and from the noise of buses impacting a near totally residential area. Another issue will be the increased vibrations to be experienced by having the buses running one lane closer to these residential buildings.

>>>As a former highway planner I personally can see no earthly reason for this project, other than to suck federal dollars into Los Angeles and create construction jobs. These are but short term gains for an environmentally unsound project.

>>>Look at the traffic situation now. After 2:00 - 3:00 PM on weekdays there is near gridlock on Wilshire from west of the 405 eastward into our corridor. Traffic moves well again once coming from the west you reach Glendon/Selby, but then grinds to a halt at the border with Beverly Hills. Building Bus Lanes through a residential area and then having it all come to a screeching halt at the western edge of Beverly Hills is nonsensical! Were Beverly Hills participating in this project the proponents might have an argument, but since the project ends there it makes no sense to so severely impact a residential area with noise pollution and safety issues for what will yield little if any gain.
(Point in fact in this regard. At 7:10 PM on Wednesday September 30th I left The Crown Towers proceeding east on Wilshire to pick up friends staying at the new Montage Hotel in Beverly Hills. At the entrance to the Los Angeles Country Club I hit backed up traffic from the Wilshire/Santa Monica Blvd. intersection, and 50 minutes after my departure I arrived at the Montage, a distance of 2.8 miles).
This Bus Lane project does absolutely nothing to solve the problem in Beverly Hills, and in fact will only exacerbate it.

Ms, Butler, I would be glad to discuss these matters with you in person and in more detail. If you wish to contact me you may use my cell number which is: 310-614-2156.

Thank you for your thorough consideration of these issues. Robert M. Leich

Subject: I have a question about the Wilshire Bus Rapid Transit (BRT) Project Study
Date: Sunday, October 25, 2009 6:56 AM
From: Webmaster <RSC_Webmaster@metro.net>
To: WilshireBRT WilshireBRT@metro.net

---

firstName: Richard
lastName: Risemberg
organization: Bicycle Fixation
emailAddress: rickrise@earthlink.net
streetAddress: 648 1/2 S. Burnside Ave.
city: Los Angeles
state: CA
zipCode: 90036
Date: Sunday, October 25, 2009
Time: 05:56:18 AM

comments:

Because of family upheaval I was unable to attend the scoping meetings. However, I'm thinking this project to create rush-hour-only bus lanes along Wilshire would be a perfect time to introduce rush-hour-only bike lanes as well, either alongside the bus lanes or, preferably, with bike access within a larger bus lane.

In places where it's been allowed, bicycle accidents went down in the corridor while bicycle use went up, and bus delays have not been reported. There are some short bus/bike only lanes already downtown, as of course you know--I use one on either Spring or Main (near where they join at 9th) all the time.

Some references:

http://www.livablestreets.com/streetswiki/bike-bus-lanes
http://tinyurl.com/yl9dhwr (PDF, government guidelines for bus/bike combined lanes from Queensland, Australia)
http://www.bikexprt.com/bikepol/facil/lanes/bikebus.htm

Let me know what you think. Wilshire is an ugly ride at present--I live half a block off

Wilshire near La Brea--but if you built it, they woudld indeed come!

Los Angeles County Bicycle Coalition
634 S. Spring St. Suite 821
Los Angeles, CA 90014
Phone 213.629.2142
Facsimile 213.629.2259
www.la-bike.org

October 26, 2009

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

Los Angeles County Bicycle Coalition (LACBC) is a non-profit, membership-based organization that brings together the diverse bicycling community in a united mission to make the entire L.A. region a safe and enjoyable place to ride. LACBC believes that the creation of Bus-Only Lanes/BRT on Wilshire Blvd. will establish safer and more enjoyable transportation options.

LACBC is writing to urge the full 9.6 mile implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. We would like to see an alternative study of the full route that includes retaining the jut-outs from Malcolm to Comstock and converting the existing curbside lanes to bus-only lanes in the Environmental Impact Report.

We disagree with excluding the 0.3 mile section from Sepulveda to mid-block Veteran/Gayley Ave. near the 405 freeway area as well as the 0.7 mile section from S. Park View to Valencia St. from the project. The 405 section is one of the congested places where bus-lanes will make a significant impact in improving travel times of riders. Despite LADOT's concern that implementing bus-lanes will reduce 50% of the road capacity for cars along the S. Park View to Valencia section of Wilshire, this section is located in a highly transit-dependant neighborhood and therefore buses merit such road capacity dedication. The jut-outs in the area of Malcolm to Comstock should be preserved because they serve to provide green space and a buffer from traffic to the residents and pedestrians around the neighborhood. We agree that funds saved from not removing the jut-outs should be invested in improving the street conditions of other areas of Wilshire Blvd.

We also ask that bicyclists' needs are considered in the EIR for this project. Specifically, the impact of bus-only lanes on cyclists should be evaluated because Wilshire Blvd. is one of the most destination-rich corridors in the city. Even if Wilshire does not include bicycle facilities in its roadway design, cyclists will still need to travel there to reach destinations and will always have the legal right to ride on Wilshire. The EIR should address opportunities for this project to help Wilshire better serve the needs of cyclists. Additionally, we encourage the benefits and challenges of center lanes and stations to be considered due to the operational compromises of curbside bus-only lanes. Furthermore, all options should be weighed including an alternative that incorporates curbside bike lanes and center/median BRT lanes and stations. Lastly, an alternative that allows bicyclists to access curbside bus-only lanes should be evaluated, especially to identify ways to minimize bus-bicycle conflicts at stops. This should include the evaluation of bypass lanes for bicycles so that bicyclists are able to travel around buses stopped at stations. We hope to see a thorough review of the alternatives suggested and look forward to engaging in the draft EIR public review process.

Thank you.

Sincerely,

Dorothy Le
Planning and Policy Director
Los Angeles County Bicycle Coalition

Subject: CD11 Transportation Advisory Committee Scoping Comments for Wilshire Blvd. BRT
Date: Monday, October 26, 2009 6:57 AM
From: sealnbear@aol.com <sealnbear@aol.com>
To: SEALNBEAR@aol.com SEALNBEAR@aol.com, SeriousBus@aol.com SeriousBus@aol.com, WilshireBRT WilshireBRT@metro.net, Litvak, Jody Feerst Litvakj@metro.net, Len.nguyen@lacity.org Len.nguyen@lacity.org, Paul.Backstrom@lacity.org Paul.Backstrom@lacity.org, Jay.Greenstein@lacity.org Jay.Greenstein@lacity.org, Michelle.Sorkin@lacity.org Michelle.Sorkin@lacity.org, Mieger, David MiegerD@metro.net, Berlin, Renee BerlinR@metro.net

To Jody Litvak, Metro, the CD11 and CD5 council district offices, and the CD11 Transportation Advisory Committee:

Following is the list of scoping comments that came up a week ago at our monthly meeting, and they are neither meant to be an endorsement or rejection of the proposed Wilshire BRT. Some of the comments and suggestions represented the opinion of the majority of the committee, and others represent the opinions of either a minority or a significant fraction of the committee.

1) The origins and destinations of BRT riders affects and potentially benefits the cities of Santa Monica and Beverly Hills, and they are not participating in the economic and infrastructure sacrifices as much as is the city of Los Angeles. What is the projected ridership data with respect to trip origins/ destinations from/to Santa Monica and Beverly Hills?

2) Automobile commuters will be displaced by the bus-only lanes, and they deserve amenities as much as do bus commuters; are there any special amenities to enhance the traffic flow and quality of life for automobile commuters as well?

3) Can a Minimal Operating Segment (MOS) for the Wilshire BRT be studied for initial implementation, or does the project need to be implemented "end-to-end" in a single Phase?

4) Bus stops (and their intersecting bus stops) need to be at the far side of intersections for better operations and to lessen the impact of intersecting and parallel automobile traffic flow.

5) There needs to be parking structures and Wilshire Blvd.-adjacent parking

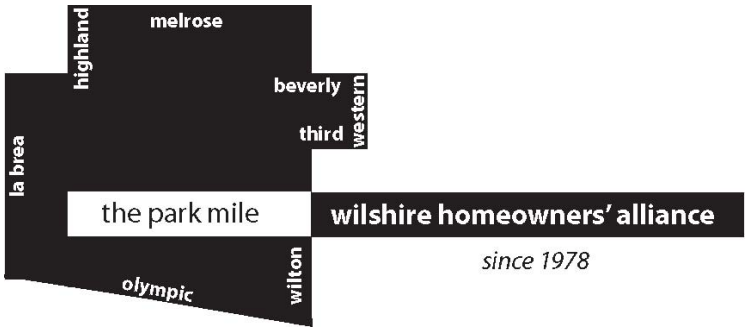
to provide connections for regional automobile commuters (from the Westside, South Bay and San Fernando Valley) to transfer to the BRT, as well as to better serve and enhance the commercial needs of the Wilshire Blvd. Corridor

6) The possibility needs to be raised of buses and automobiles (particularly carpools and/or vanpools) sharing the bus-only lanes at off-peak hours.

7) The impact of single-occupant automobiles delaying buses without the proposed BRT on the economic, social and health-related quality of life of bus commuters needs to be better defined--particularly on students, the seniors and the poor/transit-dependent.

8) What is the difference in the number of busriders during the previous study period of the BRT in the Westside for 33 months, versus the present?

Respectfully submitted,
Ken Alpern
CD11 Transportation Advisory Committee Co-Chair



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

October 31, 2007

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

Dear Mr. Mieger:

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

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

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

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

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

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

terminus. The Green Line even stopped before the airport. Now, even though everyone wishes the Green Line could continue on to the airport, we have waited years for plans, and for funding, for the will to adapt the ill-conceived system to the City's changing needs. A rail system cannot be moved; buses can simply be rerouted.

Q - Do you like a Wilshire or a Santa Monica Boulevard alignment better?

A – We prefer the alignment that will have the least negative impact on our low-density community and that will cost-effectively serve the most riders, especially the transit-dependent. Right now, the solution that makes the most sense is to purchase more buses, expand routes and stops, and implement methods to make riding a bus more efficient, like dedicated bus lanes or rush hour-only bus lanes.

Q - Do you want a station in your neighborhood?

A – No. We do not want a station in our neighborhood because it makes no economic sense and would be impractical. [This question from Metro and the community presentation we attended seemed to imply that heavy rail *will* be the option, and that there are preliminary plans for a station at Bronson-Lorraine (Crenshaw) and Wilshire.] This intersection is surrounded by low-density, single-family residential housing consisting of two Historic Protection Overlay Zone ("HPOZ") neighborhoods and two other nascent HPOZs also filled with low-density, single-family residences. It is a long-established tenet of Los Angeles City Planning (*see* Wilshire Community Plan and Park Mile Specific Plan) that the area between Wilton and Highland, and the intersection at Bronson-Lorraine (Crenshaw) and Wilshire, should be **preserved as low-density neighborhoods that provide contrast to the higher-density "centers" in Wilshire Center and the Miracle Mile**.

This intersection is the heart of the Park Mile Specific Plan, a legal document specifically conceived by the community, the City Planning Department, and the City Council to allow only low-impact Wilshire Boulevard business uses (no retail, for example) and to buffer the effect of those limited commercial uses on the adjacent R-1 zoned, single-family residences.

A transit station is advisable only in a location where there is *existing* adjacent high density development, indicative of high demand for access to transit. Alternatively, a transit station could be considered at a location which has the *potential* to accommodate the high-density development necessary to supply sufficient riders to warrant a station. Such potential, of course, would have to be supported by appropriate zoning (*re*-zoning in the case of our community) and a desire by the adjacent neighborhoods and City Council to change the existing nature of the community by increasing the density to something that would warrant construction and operation of an expensive station. Otherwise, the station simply will not be cost effective.

Therefore, a station location at Wilshire and Bronson-Lorraine (Crenshaw) would be ill-advised because it would be completely surrounded by a very few low-density, non-retail commercial parcels and extensive low-density HPOZ residential neighborhoods. The ridership simply won't be there. It obviously is better to locate transit stations at major intersections such as where Western Avenue, La Brea Avenue, and Fairfax Avenue intersect

Wilshire Boulevard. These are the intersections where there are major north-south bus line intersections for passengers making connections.

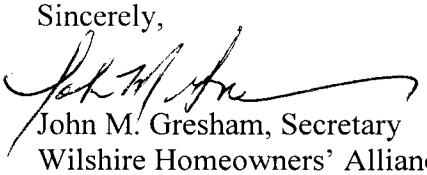
We note, too, that the Crenshaw Rapid Bus already makes the short, several-block jog to the existing Western Avenue Metro Red Line Station. Those few blocks of bus travel are far more cost-effective than building a $100 Million-plus subway station between Bronson and Lorraine … just four long blocks west of Western Avenue. Scarce public dollars for station construction should be applied where business and density are allowed – in the Miracle Mile, at LaBrea and/or at Fairfax. (In addition, if Metro were to build a station at Bronson-Lorraine [Crenshaw], and that enormous public investment subsequently caused changed land uses and intensified development at that location, the result would be new competition challenging Wilshire Center and Miracle Mile – the very areas that transit-oriented development is designed to enhance.)

Q - What is important to you in evaluating these alternatives?

A – Engineering and land use decision-making, not political decision-making. The reason our neighborhoods have formed HPOZs, the reason we are organized at all, is because we struggle every day to maintain our quality of life in the middle of an increasingly-urban Los Angeles, where we choose to make our homes in historic buildings located on children-friendly streets, enjoying a wonderfully diverse population as our neighbors. Therefore, in the view of the WHA Executive Committee, the most important factor to consider in evaluating Westside Extension alternatives is the impact that Metro's decisions will have on the communities you are serving. Expensive transit stations belong where there is sufficient density to justify those stations. At Bronson-Lorraine (Crenshaw) and Wilshire, there is neither sufficient density nor present potential for a sufficiently-large local population to justify a transit station.

In summary, the WHA Executive Committee believes that Los Angeles' transit needs will be best served by fast implementation of transit solutions that can, if needed, adapt quickly to better serve more riders. The most adaptable transit system is the only one that is not tied to a specific route, *i.e.* buses. We feel that what Los Angeles needs is simply more clean technology buses, like the CNG ones that you at Metro -- our own "America's Best" transit provider -- already utilize. We also need buses that run on weekends. We also need a spider-web of bus and rail routes, throughout the City and County. And we need more dedicated bus lanes and rush hour bus lanes where appropriate. We thank you for studying how these things we need can come to pass.

Sincerely,



John M. Gresham, Secretary
Wilshire Homeowners' Alliance Executive Committee

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

Wilshire Bus Rapid Transit Project

COMMENT FORM

FORMULARIO PARA COMENTARIOS

Name/Nombre: Joshua Clayton

Organization/ Organización: Bus Riders Union

Address/Dirección: 3206 W. 113th St. Apt. #5 Inglewood, CA 90303

Telephone/Teléfono: (310)412-1939 (323)798-8781

Fax: (310)412-1939

Email: anandajione@hotmail.com

Comments/Comentarios: The faster bus-only lanes would be immensely more practical and more, genuinely more immediately benefitting in the long and short-run (in that order) than more subways and trains people and taxpayers do not have money for especially with the California budget the way it is.

Return comment form to:

Favor de regresar formulario a:

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

Metro

PUBLIC WORKS

LADOT Moving Los Angeles Forward

Wilshire Bus Rapid Transit Project

COMMENT FORM | FORMULARIO PARA COMENTARIOS

Name/Nombre: Shepherd Petit

Organization/ Organización: BRU

Address/Dirección: 440 S Berendo #128

Telephone/Teléfono: 213 384-7255

Fax:

Email:

Comments/Comentarios: I support the 9.6 mile BRL and the passenger travel time, will help passengers get were their going much faster. This would get passengers out of their cars, which will reduce greenhouse gases.

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

Metro

PUBLIC WORKS

LADOT
Moving Los Angeles Forward

Wilshire Bus Rapid Transit Project

COMMENT FORM | FORMULARIO PARA COMENTARIOS

Name/Nombre: Stephen C. Smith

Organization/ Organización: Bus Rider

Address/Dirección: 1853 Virginia Rd

Telephone/Teléfono: 323 810-1073

Fax: 323-731-3280

Email: ssteph56 at gmail.com

Comments/Comentarios:

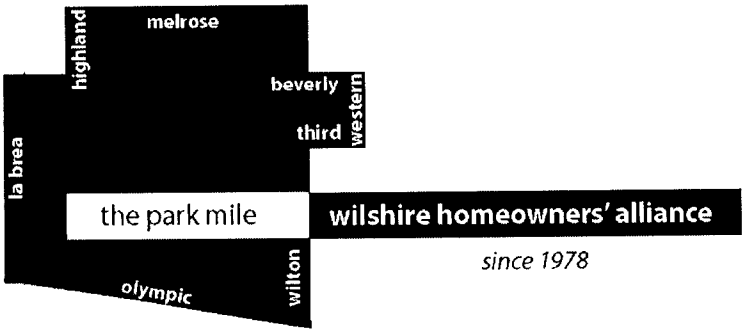
I would like to see an extensive network of dedicated bus lines all around the city and county of Los Angeles. If the rail systems being developed decrease funds for more bus lines then decrease the investments in rail services, Its more practical

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

Metro

PUBLIC WORKS

LADOT Moving Los Angeles Forward



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Sycamore Square Neighborhood Association
Wilshire Park Association
Windsor Square Association
Windsor Village Community Association

November 6, 2007

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

Re: Amplification of Support for Westside Subway Extension

Dear Mr. Mieger:

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

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

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

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

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

Sincerely,

John M. Gresham, Secretary
Wilshire Homeowners' Alliance Executive Committee

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

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

November 17, 2008

Wilshire BRT Project Meeting
Westwood Presbyterian Church
November 17, 2008

The following questions are submitted by the Holmby-Westwood Property Owners Association (HWPOA) representing 1100 single family homes north of Wilshire Blvd., between Comstock and Malcolm Avenues.

We request that the comments and questions submitted by HWPOA be made a part of the file and addressed in the environmental review.

1. By what date does the project have to be cleared environmentally in order to secure the federal money that was made available?
2. If that date is not met, what happens to the project?
3. By what date must the shovel move dirt in order to qualify for the money?
4. Where will the dollars come from that will be used to remove the bump-outs and curb replacements?
5. What is the increased speed of the buses between Comstock and Selby going east and west on Wilshire during peak hours?
6. It has been stated that bus travel will improve by 24% on Wilshire Blvd. Have the studies shown that to be the case on Wilshire between Comstock and Selby? How much will bus travel improve between Comstock and Wilshire?
7. The cities of Santa Monica and Beverly Hills are not participating in this BRT program. What percentage of Wilshire Blvd. is that of the Westside Wilshire Corridor between San Vicente Blvd. (at BH city limit) to the ocean?
8. Will the bus lanes be open to bike riders? What is the safety implication of riders in between these buses? If the bus lanes are not open to bikers, what lane would they utilize?
9. By increasing signal timing and bus signal priority on east/west traffic, what delays will occur on traffic going north and south? Between Comstock and Selby? On the remainder of the Wilshire route?
10. How many parking spaces will be lost to the bus-only lanes on Wilshire for the entire route? Between Comstock and Selby?
11. What has been the decline of bus speeds on Wilshire since the last environmental study in 2001 or 2002? What has been the decline of bus speeds on Wilshire since the last environmental study in '01 or '02 between Comstock and Selby?

12. What intersections between Comstock and Selby will be redesigned? What impact will such designs have on car traffic going north and south? Going east and west?
13. Will there be any change in signal priority at intersections on Wilshire? Will there be any change in signal priority at intersections including and between Comstock and Selby? Indicate north and south, east and west.
14. Non Metro as well as Metro buses will be using bus-only lanes. Since Rapid Red buses make fewer stops, those buses will be using car lanes to pass local buses. These buses then have to get back into the bus-only lane at Rapid Red stops. What delay will that cause to car traffic on Wilshire? What delay will that cause to car traffic between Comstock and Selby?
15. Some Rapid Red buses traverse from the bus lane to the far left lane (going west) within a block (stop at Wilshire and Westwood and turn south at Veteran). What delay will occur to car users on Wilshire during AM peak? What delay will occur to car users (stop on Wilshire at Veteran and turn north on Westwood Blvd.) at PM peak for such bus maneuvers?
16. UCLA creates many car trips, especially at PM peak going south on Veteran, Gayley, Westwood Blvd., and Glendon to east and west on Wilshire. What will be the delay on those streets to access Wilshire?
17. The pilot program in Councilman Rosendahl's district was cancelled. On October 11, 2005 he stated, "The residents and merchants in the current one mile stretch of bus lane have borne a high burden for negligible benefit. It is unfair to burden these residents and merchants if other jurisdictions are not committed to working together and implementing the entire project." What was the increase in ridership for the one mile? How much of a greater speed did the buses move along that one mile? The response was NOT favorable. Merchants and residents alike DID NOT APPROVE.
18. What percentage of the removal of jut-outs and realignment of the curbs from Comstock to Selby was funded in the Call for Projects? What percentage of the same removal was funded by other agencies? What are the agencies that funded each?
19. The 2001 FEIR determined that Westwood was the only segment of Wilshire Blvd. that has good traffic flow. What was that traffic flow then and what is that traffic flow today in the Westwood segment? What are the streets included in that segment?
20. What will the increase in traffic on surrounding residential streets be (particularly Ashton, Beverly Glen, and Lindbrook) to avoid getting delayed in the bus-only lane and using those two streets as a cut-through?
21. What delay will the bottlenecks at Beverly Hills and Santa Monica city limits cause to buses? What will the delay to car traffic be?
22. What is the delay to buses that the bottlenecks will cause at the entrances and exits to and from the 405? What delay to car traffic? (There are 4 entrances and 4 exits). I would like to know those delays at each exit and entrance at both AM and PM peak periods. DOT's report to City Council on November 7, 2005 stated, "Eastbound traffic on Wilshire Blvd. normally destined for the northbound 405

Freeway appears to have diverted up to Sunset Blvd. to avoid congestion and delays resulting from the reduced capacity on Wilshire Blvd. Southbound 405 traffic has similarly diverted south toward Santa Monica Blvd. "Before" and "after" traffic count data indicate an approximate 22% increase in northbound traffic on Barrington north of Wilshire and a corresponding decrease in traffic volumes in both directions on Wilshire Blvd. during the AM and PM peak periods."

23. What was the result of the test demonstration in August, 2007 in Beverly Hills to the areas between Comstock and Selby, including the residential streets of Lindbrook, Ashton, and Beverly Glen?
24. The am and pm peak hours used for bus-only lanes are also peak hours for car commuters. What is the change in speed for car commuters along Wilshire Blvd? What is the increase or decrease in time for car commuters along Wilshire? What are the speed and time changes for cars between Comstock and Wilshire?
25. What is the number of people moved per AM and PM peak periods in cars and on buses along Wilshire? Just between Comstock and Selby? This should be a comparison of occupancy to occupancy, NOT occupancy to bus capacity. The comparison should be with full bus and full car, NOT full bus and only one occupant in a car.
26. Compare full occupancy of buses with ¾ and ½ occupancy and that of cars with 1, 2, 3, or 4 passengers.
27. How do frequency and size of buses relate to gridlock? What will be the impact on Wilshire? What will be the impact between Comstock and Selby?
28. What is the increase in time delays at Wilshire/San Vicente, Wilshire/Fairfax, Beverly Glen/Wilshire, Westwood/Wilshire, Westwood/Veteran, Wilshire/Federal, and Wilshire/Bundy?
29. All services to the thousands of residents on Wilshire will be delayed a minimum of 4 hours each weekday. These include: construction starting later, no parking for construction workers, no deliveries (Sparkletts truck, UPS, all repair services including cable, elevator, and sanitation pick-up), no alleys for such deliveries to use, a move in or our could take an extra day, tour buses, taxis, and limos that wait on the street, and finally, a traffic lane that was part of the mitigation for Sinai Temple construction for their day school program would be converted for bus use.
30. The Westwood area between Comstock and Selby is exclusively a residential area and may be the only one along Wilshire. There are no stores that utilize the lane for parking beginning at 10 AM. We live on these streets and services are necessary for residents. Buildings were not required to allow for vans, buses, or trucks.

This list of questions together with the statements made by the HWPOA representative at the November 17, 2008 meeting constitute reasons that an EIR/EIS be required of this Wilshire BRT project.

Thank you.

Sincerely,

Sandy Brown

SANDY BROWN
President, Holmby-Westwood Property Owners Association

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

Testimony: Wilshire BRT Project Meeting
Westwood Presbyterian Church
November 17, 2009

Holmby-Westwood Property Owners Association represents 1100 single family homes north of Wilshire Blvd. between Comstock and Malcolm Avenues. We oppose the Wilshire BRT Bus-only lanes, the removal of the bump-outs, the curb changes, and restriping of the lanes.

We believe that there will be significant changes to and, in fact, a reversal of the 2001 EIR on the Westwood segment. Wilshire bus lanes are expected to result in significant traffic impacts and involve street widenings. This broad geographic scope extending from Central City West to the Santa Monica city limit as well as previous inadequate traffic modeling necessitates a new EIR. Traffic patterns have changed and articulated buses and bus stops have been added requiring a new EIR.

Questions attached have been raised as to the funding of this project. The preparation of a new or Subsequent EIR could significantly affect the project schedule but that is not sufficient reason to grant an Mitigated Negative Declaration or a Negative Declaration. We believe an EIR is required.

The 2001 FEIR study found that bus lanes will cause problems and were unnecessary in Westwood. MTA studies were flawed. Traffic delay occurred. How can these negative impacts be mitigated?

HWPOA believes this is an enormous and unnecessary expenditure that totally disregards thousands of residents along the Wilshire corridor as well as residents to the North and South of Wilshire.

Bus riders DO NOT CONSTITUTE the entire body of people utilizing this route and, in fact, could constitute a small percentage of users.

- There is a significant impact that could result from a change in the scope of the project.
- This is a burden on residents, merchants, and car users.
- A change in traffic patterns will occur.
- There will be an addition of articulated buses.

HOLMBY-WESTWOOD PROPERTY OWNERS ASSOCIATION
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Bus riders DO NOT CONSTITUTE the entire body of people utilizing this route and, in fact, could constitute a small percentage of users.

- There is a significant impact that could result from a change in the scope of the project.
- This is a burden on residents, merchants, and car users.
- A change in traffic patterns will occur.
- There will be an addition of articulated buses.

- Intersections will be modified.
- There will be a change in bus stops.
- There is substantial community opposition and controversy.
- There is no evidence that buses reduction in travel time will produce increased ridership.

The Wilshire Bus Rapid Transit Project will result in a reasonably foreseeable indirect physical change in the environment and therefore, requires that an EIR be initiated and completed.

Please send all correspondence to:
Sandy Brown
10350 Wilshire Boulevard, Apt. 1003
Los Angeles, CA 90024

Thank you.

Sincerely,

Sandy Brown

SANDY BROWN
President, Holmby-Westwood Property Owners Association

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

November 19, 2008

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

E-mail: wilshirebrt@metro.net

Dear Ms. Butler:

The above named association has submitted written comments regarding the Wilshire BRT project. Please add this letter to those comments already submitted to be included in the project file.

The Metro announcement regarding the (4) community meetings states, "A joint document, consisting of an Initial Study/Environmental Assessment (IS/EA), is being conducted for the Wilshire BRT project to meet State and Federal environmental requirements." This is so vague that no one could possibly understand from your announcement that these meetings were being conducted for the sole purpose of determining whether or not an EIR should be prepared.

The announcement goes on to state ".....and submit questions and/or comments for the technical team to incorporate." Once again, the statement does not indicate that comments will be used to determine the type of environmental assessment that would be issued. It is as if Metro purposely tried to be vague.

The proof that my assumption was correct came at the meeting on November 17, 2008 at the Westwood Presbyterian Church when in his opening remarks, Rex Gephart, Director, Regional Transit Planning stated, "The purpose of what we're doing today is to determine if further environmental review is necessary." Statements that we need the bus, that UCLA students would take the Rapid Red, that the Coalition for Clean Air thinks it's a good thing, that Marilyn Lewis wants the planted median, that too many buses run too close together, that BBB bus gets its' passengers to job sites and school faster, that Polly Chu thinks we need to get people out of their cars, that Wilshire is a speedway.....none of these statements relate to the environmental impacts of the project BECAUSE the meeting notice never stated anything except that <u>a joint document is being conducted</u>.

What is a "joint document."? If I said to you that I am conducting a joint document, would you know what I was doing? That is vague and meaningless to the public and does not convey the real reason for the meetings.

For the record, I (on behalf of the association) request that additional meetings be scheduled and that such notices for the meetings clearly state the specific reason for the meeting and specifically, how and in what way the information collected will be used.

Thank you.

Sincerely,

Sandy Brown

SANDY BROWN
President, Holmby-Westwood Property Owners Association

Testimony

1 PUBLIC MEETING

2 LOS ANGELES COUNTY

3 METROPOLITAN TRANSPORTATION AUTHORITY

4 CHAIR, JODY LITVAK

5

6

7

8 In the Matter of the)
WILSHIRE BOULEVARD)
9 BUS RAPID TRANSIT PROJECT)
_____)
10

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15 TRANSCRIPT OF PROCEEDINGS

16 Los Angeles, California

17 Wednesday, October 7, 2009

18

19

20

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22 Reported By:

23 KIMBERLY ANTON
CSR No. 12881

24

Job No.:
25 B2990NCO

1 PUBLIC MEETING

2 LOS ANGELES COUNTY

3 METROPOLITAN TRANSPORTATION AUTHORITY

4 CHAIR, JODY LITVAK

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8 In the Matter of the)
WILSHIRE BOULEVARD)
9 BUS RAPID TRANSIT PROJECT)
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15 TRANSCRIPT OF PROCEEDINGS, taken at

16 4350 Wilshire Boulevard, Los Angeles,

17 California, commencing at 6:32 p.m.,

18 on Wednesday, October 7, 2009, reported by

19 KIMBERLY ANTON, CSR No. 12881, a Certified

20 Shorthand Reporter in and for the State of

21 California.

22

23

24

25

1 APPEARANCES:

2 STAFF PRESENTATION: PAGE

3 Rex Gephart 8

4

5 PUBLIC COMMENTS:

6 Ms. Hee Pok Kim 27

7 Mr. Ryan Snyder 29

8 Dr. James Meltzer 30

9 Mr. Alex Shams 32

10 Ms. Sonissa Norman 34

11 Mr. Bryan Mavrido 35

12 Mr. Injoon Suh 36

13 Mr. C. Lopez 37

14 Ms. Rose Meltzer 39

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1 I N D E X

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10 E X H I B I T S

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1 Los Angeles, California, Wednesday, October 7, 2009

2 6:32 p.m.

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5 MS. LITVAK: Good evening, everybody. My name is

6 Jody Litvak, I'm with Metro, the MTA. We are the

7 co-sponsors of the Wilshire Boulevard Bus Rapid Transit

Project. It's a project being done jointly between my agency, the City of Los Angeles, and the County of Los Angeles.

We have Susan Bach from the City of Los Angeles with us tonight representing them. Is anybody else here from L.A. DOT? Okay. Good. I'm sorry. And I don't think we have anyone here from the County of Los Angeles tonight, but that's okay.

Now, before I get into the presentation, because later on we're going to want to give you the opportunity to comment, after all, this is a scoping meeting and this is your chance to tell us what you want us to study for this project that we'll explain to you in just a few moments.

But many of you received a speaker's card when you came in, and some of you may have filled it out and turned it in over here to the lovely Ginny Marie Birdeau. If you didn't turn in the card and you have one and you feel moved at some point in time that you have to say something, just

fill it out and wave it about and Ginny or somebody will come and get it from you. Right here. If you decide you want to speak and you don't have a card, just wave your hand and someone will bring you a card, and then wave it about after you fill it out, they'll come and get it from you.

Oh, somebody needs a card right here. Okay. We'll take care of everyone, and I'll ask you that again about 400 times before we go along.

If you would like to give us written comments, you can do that instead of speaking or you can speak and give us written comments. There are these forms you can fill them out.

If you have a lot to say, you can write on the front and the back. We'll ask you to write as neatly and as legibly as you can so that we really get your meaning and we know you want us to, and these forms are available on the table, and you can turn them in in the box that's on the table on your way out.

Or if you want to think about your comments a little more and mail them into us, the address is right here on the bottom, or if you take a form home with you tonight

22 and you suddenly think of something you want to say that you
23 didn't, please send it to us.
24 Okay. All right. So here we go. So tonight's
25 meeting -- this is weird. I got to look at it this way. I

1 apologize if I turn my back on you. The purpose -- can we
2 try -- does it work if we turn the lights down in the front
3 to see this better? Can we try that? All the technical
4 things we have to do.
5 We'll try and make this as easy for you to
6 understand as we possibly can. Is that better? Okay. So
7 we've got the sound better and the visual stuff better.
8 Okay. Now, we're rocking.
9 Okay. So the purpose of tonight's meeting is to
10 provide an overview of the proposed project, discuss the new
11 environmental process, and there's a board on the back,
12 you'll see these aerial photographs here, immediately to the

13 right of the aerial photograph is a board that will talk
14 about the environmental process, and we'll mention that
15 several times. That slide is not in the presentation, but
16 if you're curious about it, take a look.
17 We'll talk about some of the other project
18 alternatives that we're looking at and some of them that
19 we're not looking at. We'll talk about the new study
20 schedule, and there's a board in the back -- oh, you were
21 asking me about the schedule. There's also a board over
22 there. You were asking me about that before we started, so
23 there is a schedule over there.
24 And then, really, the most important part is
25 listening to your comments so they can be considered as we

1 develop the Draft Environmental Impact Report.
2 And with that, Mr. Gephart, here comes Rex Gephart
3 from our agency, and he'll take us through the rest of the

4 presentation, and then I'll come back at the end to wrap it
5 up and lead us through the public comment part.
6 MR. GEPHART: Thank you, Jody.
7 I'm Rex Gephart, and thank you all for coming. I
8 know some of you were here last November and probably have
9 seen some of these slides before, but there's some new and
10 important information we're going to go over. And I need to
11 speak into the mike like this, apparently. And if you can't
12 hear me, I'll speak up.
13 So the introduction, Wilshire Boulevard, as
14 everybody knows, is a key east/west border in Los Angeles
15 County. It's one of the most important transit corridors in
16 Los Angeles County, and it has about 93,000 weekday
17 boardings from end to end. About two-thirds of those
18 boardings are right within this project study area.
19 Average bus speeds Countywide have been declining
20 by about -- well, they've been declining less than one
21 percent every year over the last 20 years, which has made it
22 really important to improve bus speeds because everybody's
23 travel time is increasing, our operating expenses are
24 increasing, and nobody wins with slower buses and we're
25 trying to improve that with this study on Wilshire

Boulevard.

The project area includes most of Wilshire Boulevard just beginning at Valencia, around Valencia on the east end, all the way to the City of Santa Monica, the City of Santa Monica border, that is excluding Beverly Hills, and we, Metro, and the City of Los Angeles and the -- excuse me -- Los Angeles County have started work on the Environmental Impact Report/Environmental Assessment.

The participating agencies, City of Los Angeles, County of Los Angeles, and Metro are all working together to design this report, which is about twelve-and-a-half miles from end to end. The construction will be done strictly through the City of Los Angeles within the City and the County of Los Angeles.

And the County is involved with this out at the 405 freeway. They own the area around the I-405 freeway that's

18 on Wilshire Boulevard. And then the funding, 75 percent is
19 through the federal government, about 15 percent from Metro
20 and 10 percent from the City of Los Angeles.
21 In June 2000 of this year -- of last year, excuse
22 me, those three agencies, Metro, City of L.A., County of
23 Los Angeles, started studying the feasibility. The City of
24 Los Angeles had approved L.A. DOT staff to start studying
25 this, and we joined with the L.A. County to start the study,

1 and we initially started it as an initial study slash
2 Environmental Assessment.
3 The initial study side of it is the State
4 requirement, and the Environmental Assessment is the federal
5 requirement. We -- and we started this study back in
6 November when we were presenting this to everybody as the
7 Initial Study/Environmental Assessment, and then in
8 November, we met with everybody along the corridor, met with

9 four of the communities, one of them right here, and heard
10 everybody's comments.
11 And then in May, we -- May 2009, the agencies, all
12 the agencies working on this project decided to elevate the
13 study from an Initial Study EA to an EIR/EA, and we did that
14 because we had listened to everybody's comments from those
15 community meetings, which suggested that it needed a little
16 bit more review, little bit more study, and, in particular,
17 some of the technical analyses with respect to the traffic.
18 We wanted to do a little bit more data gathering,
19 little bit more analysis on a lot of the intersections
20 throughout the Westside to make sure we knew exactly what
21 was going to happen if we implemented peak period bus
22 training on Wilshire Boulevard, and this is on intersections
23 throughout the Westside, and we'll talk a little bit about
24 that in a second as well.
25 And then in July 2009, we asked the federal

government about the -- whether they thought it would be a good idea to elevate their side of this study from an Environmental Assessment to an EIS, and they said, no, it's not necessary. So the federal government has approved us going forward with the EIR/EA.

The proposed project, the bus lanes -- well, first of all, the corridor is about twelve-and-a-half miles from end to end, minus Beverly Hills, so the bus lanes are about nine-and-a-half miles long.

They would operate during the weekday peak periods only, and that's from 7:00 to 9:00 a.m. and 4:00 to 7:00 p.m. in both directions in the curb lanes only.

And we would be doing some other things along the corridor, including repaving and reconstructing a lot of Wilshire Boulevard, curb lanes along Wilshire Boulevard whether you're in a car or a bus. The curb lanes on Wilshire Boulevard are not in great shape, in particular, this area, all the way from -- to Beverly Hills very, very bad shape.

We've ridden in them in buses and in cars, and so as part of this project, we'd like to improve Wilshire Boulevard, curb lanes and, partially, into adjacent

23 lanes right next to the curb lane.

24 We would widen Wilshire Boulevard in some areas and

25 we'd improve the traffic so that all the cars and the buses

1 would go a little bit quicker down Wilshire Boulevard, and

2 we'd improve the bus signal priority system to give a little

3 bit more green time, more green signal for those buses out

4 there.

5 Environmental process, the one we are going through

6 right now, Environmental Impact Report/Environmental

7 Assessment, to examine Wilshire BRT, the feasibility of a

8 bus rapid transit project, and then we'll evaluate the

9 environmental/social economic issues and when we do that,

10 the EIR satisfies both the State and federal requirements

11 for the environmental report.

12 And the EIR/EA will include studies of traffic and

13 parking, traffic probably being the most important, air

14 quality, noise, culture resources, community impact, all of
15 the things that are required by the State and the federal
16 government whenever you produce an environmental report.
17 And, also, it's important, at the very bottom of
18 this, the EIR/EA will also evaluate project alternatives.
19 We did not come up with any alternatives last November when
20 we were doing the initial study. We are now looking at
21 different alternatives for this project as part of the EIR
22 report in just a second.
23 Proposed project scope, starting out by
24 Santa Monica, from Centinela to Barrington, we thought we'd
25 run through what we plan on doing from end to end along this

1 entire corridor. And, again, on the left side of this map,
2 is the city of Santa Monica, Centinela, and on the right
3 side of the map, it ends at Valencia, and that is the
4 twelve-and-a-half miles I'm talking about.

5 So from Centinela to Barrington about .8 miles, we
6 would merely convert the existing curb lanes to the improved
7 bus lanes.
8 Then from Barrington to Federal, we're going to
9 widen Wilshire Boulevard a bit by removing five feet from
10 the sidewalks and adding eastbound peak period bus lane only
11 heading toward the I-405. Then we move into the county from
12 Federal to Sepulveda, that's all county territory, and we
13 would widen Wilshire and add peak period bus lanes in there
14 as well to get everybody right at the 405 freeway.
15 And then, importantly, it says up there, "lengthen
16 the eastbound left turn pocket at Sepulveda." A lot of
17 people may not be familiar with this area, but if you're
18 going eastbound on Wilshire Boulevard, as you approach
19 Sepulveda Boulevard, a lot of people want to get into the
20 left turn lane, go north on Sepulveda.
21 That pocket is very short and people's cars back
22 out into the through lanes, and back out into
23 Wilshire Boulevard and it slows down everybody on
24 Wilshire Boulevard.
25 So we're going to lengthen that left turn pocket

from 150 feet to about 700 feet and there will no longer be cars backed into the through lane of Wilshire Boulevard improving the traffic overall through that portion there.

The next portion from Sepulveda to Malcolm is just, well, Sepulveda is just -- well, right at the 405 freeway, Malcolm is just a couple blocks east of Westwood, we would just convert the existing curb lanes to peak period bus lanes.

From Malcolm to Comstock, about a mile, there are what we call "jut-outs." Little hard to explain this, but what that means is there are areas along Wilshire Boulevard that have areas of greenery and some trees and they basically jut out into Wilshire Boulevard sporadically along Wilshire Boulevard and people can park their cars in between those jut-outs.

What we'd like to do is remove those jut-outs on both sides of Wilshire Boulevard in both directions and then add a peak period bus lane where those jut-outs were.

19 And then from Comstock to Beverly Hills, just
20 convert the existing lanes to peak period bus lanes.
21 In the city of Beverly Hills we are not, at this
22 point, building or constructing curb lanes. The -- Beverly
23 Hills is not part of this project at this point. It's not
24 that they're against bus lanes whatsoever, it's just we did
25 not get them included in this federal grant application.

1 By the time we had to apply for the grant, we
2 were -- Beverly Hills was not -- had not approved bus lanes
3 for the city. We will be talking with the City of
4 Beverly Hills, you know, in the next year or so, and they
5 have agreed to at least review what happens when we open the
6 lanes in the City of Los Angeles.
7 Then just on the other side of Beverly Hills,
8 convert existing curb lanes into peak period bus lanes.
9 And from Fairfax to Western, this is where we

10 reconstruct the curb lanes. That means completely remove
11 the curb lanes as you see them today and a lot of lane next
12 to the curb lane and completely reconstruct to make it nice
13 and smooth so that everybody doesn't bounce down the
14 corridor in a bus or car.
15 And the end of the corridor, from Western to --
16 two-and-a-half miles, just convert the existing curb lanes
17 to peak period bus lanes.
18 So on the traffic study side of this, we're looking
19 at 17 intersections on Wilshire Boulevard, 57 parallel to
20 Wilshire Boulevard throughout the Westside, 74 intersections
21 total, we're looking at the traffic counts at those
22 intersections, the current traffic counts, the forecast
23 traffic counts with the bus lane, and we're looking at
24 parking impacts along the entire corridor as well.
25 This map shows -- oh, there is a pointer. I don't

1 know if people can even see this little red dot in the
2 center of this map, but these -- the dots that you see here,
3 there and there and there, are all intersections, those are
4 those 74 intersections that we will be looking at as part of
5 the study for traffic impacts.
6 And we -- you can see we have little intersections
7 that we're -- but you can see the intersections that we're
8 looking at along Sunset Boulevard, from Sunset all the way
9 down to Pico from the city of Santa Monica all the way to
10 Valencia on the eastbound border.
11 Now, project alternatives, this is new from the
12 time we were here in November. As part of an EIR, you're
13 required to look at having absolutely no project, called a,
14 "No Build Alternative." We're reviewing that concept,
15 seeing what might happen if we don't build the bus lanes
16 and, in particular, the future.
17 We also have an alternative that is exactly the
18 proposed project that I just went through except on the
19 eastern end, about where we are today, the last .7 miles
20 from South Parkview, that's right around just west of
21 Alvarado to the end of the line at Valencia we would
22 eliminate the bus lane in that area.
23 The reason that we are proposing that is because

24 Wilshire Boulevard narrows, I think it's 74 feet to 60 feet,
25 in that area, and if we take a lane, a curb lane, it reduces

1 the amount of capacity in that section by about 50 percent.
2 In working with the City of L.A., they suggested we do not
3 put the bus lanes in there, and the federal government has
4 agreed that would be okay idea. So we wanted to propose
5 that as an alternate option, project alternative.
6 In addition to eliminating the last eastern
7 .7 miles, we'd like to eliminate the bus lane right at the
8 I-405 freeway, that's just east of the 405 freeway from
9 Sepulveda, that's right around Westwood.
10 The reason for that is that the lanes, both the
11 north and the south side of Wilshire are used to enter and
12 exit the I-405 freeway, and there are a lot of cars in those
13 curb lanes trying to get on the 405 freeway north, and cars
14 getting off the 405 freeway north going east on

15 Wilshire Boulevard, so we decided not to put bus lanes there
16 because they're completely at capacity with traffic getting
17 off and on the 405 freeway.
18 And then another option would be between Malcolm
19 and Comstock. Now, again, Malcolm, is just east of
20 Westwood Boulevard, retain all of those existing jut-outs,
21 keep the jut-outs exactly as they are today, keep the trees,
22 keep the grass, keep the parking, but convert the lane, the
23 traffic lane that is there today to the curbside bus lane.
24 So we would be taking a traffic lane instead of
25 taking the jut-outs and adding a bus lane. And then because

1 we're not going to remove the jut-outs, we would save some
2 money -- we would save the construction money to remove the
3 jut-outs.
4 We would put that money back into
5 Wilshire Boulevard, and reconstruct Wilshire Boulevard from,

6 basically, from the city of Beverly Hills to east of the end
7 of the line. We're not exactly sure of that, but it would
8 be really close, and that would nearly double the number of
9 miles we would reconstruct along Wilshire Boulevard making
10 the ride a really excellent ride probably from about five
11 miles east of Beverly Hills.
12 And this is a map that shows what I just was
13 talking about. This is the little area at the 405 freeway
14 that we were -- are proposing to eliminate. This is the
15 area at the eastern end of the line that we are proposing to
16 eliminate.
17 We would then keep these jut-outs in this area and
18 use that money to reconstruct Wilshire in here and all the
19 way to the end of the line. Again, this is a proposed
20 project option alternative.
21 Other alternatives we've considered but have
22 rejected because neither of these options are eligible for
23 federal funding. One -- the first one was just -- was to --
24 well, the first alternative was exactly the same as the
25 proposed one that I just mentioned except in this one we

would remove the jut-outs, and we would -- again, we would eliminate the last .7 miles, eliminate the .3 miles at the 405 freeway, but we would remove the jut-outs, not leave them in.

The problem with that is if we remove the jut-outs, the project becomes -- remains rather expensive, and it exceeds the federal limit for cost per mile.

A second option is what we call, "Mini bus lanes." We had thought about putting bus lanes in little -- wherever would could put them potentially, wherever we really needed them. Maybe for one block here or three blocks there or a quarter mile here and another block there, and they added up to about 2.5 miles along that entire corridor.

But the federal government said, that's not possible. We're not going to fund something like that. It has to be one continuous bus lane. So that idea is not considered eligible by the federal government as well.

Project goals, improve bus passenger travel times, that is certainly a high priority of this project.

20 Improving the bus service reliability means -- means
21 improving the consistency when buses appear at bus stops,
22 and the consistency of your trip from one end to the other.
23 So if it takes 50 minutes on Tuesday, it would take
24 50 minutes on Friday. We're trying to improve the
25 consistency here when buses arrive, when buses leave your

1 stops, and your travel time from point A to point B, and
2 we're trying to improve the traffic flow on
3 Wilshire Boulevard, that means everybody on
4 Wilshire Boulevard.
5 If the signal timing is better for the buses, it's
6 also going to be better for the cars, so everybody will move
7 a little bit faster on Wilshire Boulevard. And we're trying
8 to make it so the ride is a lot better for everybody, cars
9 and buses.
10 And encourage -- and this -- this bullet goes along

11 with the first bullet, encourage bus ridership, but that's
12 only going to happen if the bus becomes competitive with the
13 automobile in terms of travel time, so we hope that this
14 will happen with this project.
15 In fact, we'd like to see the ridership from the
16 automobile to the bus. And of course, getting people out of
17 their cars and on the buses would improve air quality, and
18 we'd like to improve parking impacts.
19 Federal government -- I mean, project funding I
20 mentioned earlier, on the right side, 74 percent is from
21 federal government, 10 percent is City of L.A., 16 percent
22 from Metro, total project cost, 31.5 million.
23 Study schedule -- is this, Jody or is this me?
24 Still me. Okay. Okay. Still me. Study schedule has been
25 updated because from last November, we've spent a lot of

1 time doing other things, and that's why we're back today to

2 tell you what the new schedule is, and we apologize, I
3 apologize. We are here, that top blue spot, square,
4 October 2009, this is one of those scoping meetings.
5 We have four scoping meetings, one we held Monday,
6 another one tomorrow, another one next Tuesday. So this is
7 where we are today, hear everybody's comments, after these
8 scoping meetings, develop these -- really complete these
9 technical studies we have to go through, traffic, the noise,
10 air quality, et cetera.
11 By the end of January, bring the draft
12 Environmental Impact Report/Environmental Assessment back
13 for public review, hold more community meetings in February,
14 ask if -- if we believe and if the consensus -- but as long
15 as we get a majority of proposed people liking the ideas
16 that we're trying to put forward here, we would bring those
17 ideas, those concepts through this draft Environmental
18 Impact Report to the federal government and seek their
19 approval.
20 Whether it's the proposed project or the
21 alternative proposed project or another idea, another
22 alternative, bring it to the federal government for
23 approval, and then if the federal government approves it, go
24 back to our Board in May of next year. If they approve it,

25 go to the City Council and county supervisors in June,

1 because, again, the County's involved with this project, if
2 both of those approve, start construction in July of next
3 year.
4 And now it's Jody. Thank you.
5 MS. LITVAK: Okay. Thank you.
6 Two things before I continue. Hold on, Rex, don't
7 go away. Just because somebody asked earlier tonight, if we
8 keep to this schedule, we begin design and construction next
9 July, how long before we're open and operating?
10 MR. GEPHART: Year-and-a-half to two years.
11 MS. LITVAK: One-and-a-half to two years. Where did she
12 go? Oh, man. Okay. Oh, there she is. She's walking out.
13 Ma'am, she said she had to leave.
14 MR. GEPHART: And, Jody, that depends on the
15 alternative.

16 MS. LITVAK: Yeah, of course. Of course.

17 Before I go on, I just want to take a moment. We

18 are so appreciative when our elected officials or their

19 representatives show up. John Darnell from District 5,

20 Paul Koretz' office. Where did you go? In the back there,

21 so thank you so much for coming in.

22 And he said he didn't want to say anything, but he

23 did say -- and he's not going to be able to stay all

24 evening; right? Probably he has maybe another 15 minutes

25 with us or so, you know what those jobs are like, but if any

1 of you have any questions or anyone has any information you

2 want to pass along, share with him for the councilman, just

3 let him know, try and grab his card on the way out.

4 John, if you want to leave some on the table.

5 Okay. So thank you.

6 I'm going to wrap this up, and we'll get to your

comments. Again, Monday night we were out west of the 405. Tomorrow night we're going to be at Westwood Presbyterian Church, that's on the south side of Westwood Boulevard, just next to the --

MR. GEPHART: Yes.

MS. LITVAK: And then next Tuesday, we're a little bit east of here at Good Samaritan Hospital, so feel free to come and join us at any of the two remaining meetings.

How to contact us. Very important, we want your input. You can go to the internet, metro.net/wilshire. The presentation is up there. We so have some other information we have been developing recently that we're going to try and get up in the next several days. If you go to the Web site, you can click on "contact us" and you can submit your comments that way.

You can phone us at 922-2500, area code 213, and you can leave a recorded message and we pick those up at least once every business day? Yeah. Okay. Good. But we're going to do that, I think.

You can mail them to Metro/MTA, 1 Gateway Plaza, Los Angeles, 90012, attention Martha Butler. This is the lovely and talented Martha Butler in the back here, project manager.

If you don't remember Martha Butler, if you don't remember the mail stop, if you just remember 1 Gateway Plaza, 90012, and you say, "Attention, Wilshire BRT," it will find its way to us. If you want to just send it direct by e-mail, WilshireBRT@Metro.net.

We love to get your comments throughout this whole study, and -- and -- but if you want your comments to count during the scoping period, we need to hear by October 23rd, that's your opportunity to tell us what you want us to study, how you want us to study it, and we need to get on with the study, so we need your comments by then.

And with that, we're going to open it up to comments, so let me tell you how this is going to work. I'm going to move this up here. Hang on.

Now, I've been given eight speaker cards so far. Anybody else want to speak tonight that hasn't turned one

21 in? Anybody else want to speak tonight that does not have a
22 speaker card? And if you change your mind and you decide
23 you want to speak, wave the card around or wave your hand
24 around and we'll get you a card.
25 Okay. We are going to have -- oh, look at that

1 speaker timer up there. So I'm going to invite you to come
2 up here, we'll raise or lower this accordingly.
3 I'm going to do a little bit of microphone 101,
4 because Rex still has to learn. So when you speak, please
5 get very close to the microphone, not back here. Okay.
6 Don't hold it down like this (indicating), Rex, and don't
7 start talking and turning your head because you are all
8 hearing what is happening now.
9 We want to hear what you say. You want us to hear
10 what you say. We've got a court reporter here recording
11 what you say, we want it on the record. So we'll do that.

12 We'll raise or lower this for you. You're going to
13 get two minutes to count down here. If anybody is going to
14 need translation of what they're saying because you're more
15 comfortable speaking in another language, we'll double the
16 time.
17 Two minutes twice or --
18 MS. BIRDEAU: I just put four minutes flat.
19 MS. LITVAK: Fabulous. So everyone understands this.
20 You get two minutes in English, and if you speak another
21 language, we'll count down from four minutes so there's time
22 for you and the translator.
23 There is -- oh, and if any of you have some
24 physical limitations and you're not able to come up here,
25 just let me know, and we have these handheld microphones and

1 we'll bring them to you.
2 So with that, I'm going to call two people at a

time. If I mispronounce your name, let me qualify right now, but I will ask you to start by stating your name then we'll count down.

I'm going to call the person and the person after them. So if you are on deck, since we're still in baseball season, you can get ready.

So before I do this, does anyone have any questions, not about the project -- oh, one other thing and you can think about that. If you have any questions about just the procedure we're going to follow tonight, I'll take those in one second.

What I do want to let you know, if you have questions about -- hang on one second, sir. I'll get to you.

If you have questions about the project, chances are we're probably not going to give you the answer tonight. The purpose of the study is to answer any of questions. So give us your questions, get them on the record, and you're going to have to wait until early next year when the report comes out.

Okay. So that's how we're going to proceed now. Does anybody have any questions about how we are going to proceed? Say it loud and try and repeat it.

1 MR. LOPEZ: You say a question, but if you have critic
2 about the break, what is going to be comment against the --
3 what would be the --
4 MS. LITVAK: We are going to take your questions, we are
5 going to take your comments before and against --
6 MR. LOPEZ: Suppose we don't agree with this.
7 MS. LITVAK: Put it on the record. That's what tonight
8 is about. This is for people to agree and disagree and ask
9 questions, and say, I want you to study it this way or I
10 want you to study it that way. You're welcome to say
11 whatever you want. That's what we do.
12 Did everybody get that? Get the question more or
13 less? Okay. So this is -- our first speaker is either
14 Hee Pok Kim or.
15 And is she going to need translation? Do you want
16 our interpreter to translate for you --

17 Okay. Give her four minutes.

18 And then after that will be Ryan Snyder. Okay.

19 Over here. So please start by --

20 Is this counting up or counting down?

21 MS. BIRDEAU: This will count down. So when I hit the

22 "Go," you'll see "3:59."

23 MS. LITVAK: So she'll have four minutes. Go ahead.

24 MS. KIM: Good evening. My name is Hee Pok Kim from the

25 Bus Riders Union. So I am in absolute support. I want the

1 full implementation of the Wilshire bus lane from -- running

2 from downtown -- near downtown L.A. to Centinela and to be

3 implemented as soon as possible.

4 So I do a lot of public health as well as air

5 quality education work with elders as well as other people.

6 As an asthma patient myself, I take huge risks walking out

7 to the streets of L.A. every day.

8 I never know when I'm going to have an asthma
9 attack and, you know, it's because I -- I've been living in
10 Los Angeles for the last 20 years that I've developed
11 asthma. And I'm speaking here today not just for myself but
12 many of my neighbors, neighbors' children, and elders who
13 are also suffering from many respiratory diseases.
14 That's how serious the air pollution in L.A. is.
15 We can no longer rely on expanded -- we can no longer say
16 that the air quality solution is by expanding roadways and
17 placating to relieving car traffic. There are so many -- if
18 more L.A. residents got out of their car and didn't depend
19 on their car and took public transportation, it would help
20 in saving the lives of people like myself.
21 For many elderly residents who have weak immune
22 systems, and to, especially, black and brown children who
23 suffer two to three times more from asthma attacks than
24 white children, this project really means life and death and
25 it's about improving the lives of our residents.

Starting from Wilshire, I want to see bus only lanes throughout the city and really more policies that try to reduce the emissions from cars. Thank you.

MS. LITVAK: Thank you very much. Thank you. Thank you.

Ryan Snyder, and then after Snyder is going to be Dr. James Meltzer will be next.

MR. SNYDER: My name is Ryan Snyder, I live in Park La Brea, and I do use the buses on Wilshire Boulevard. I'm also a transportation planner, and I'm here to give strong support for the bus lanes on Wilshire Boulevard. I could think of a long list of reasons as to why to support those, but I want to focus primarily on two of them.

First of all, we need to think about the 93,000 passengers every day, most of them who are working class people who spend, sometimes, hours commuting to work. We need to make their commuting easier.

And second of all, one of the things that really stood in my mind, Rex went to the same planning school that I did, our transportation instructor told us that transportation choices are rational choices based primarily

22 on time and cost.

23 We have people driving in Los Angeles because we

24 have engineered the choices such that it is faster and more

25 convenient to drive. By putting things like bus lanes in,

1 we can encourage people to take buses instead of drive more

2 often and address issues like global warming.

3 Couple changes that were sort of the alternatives,

4 I would like to see you not take the jut-outs on

5 Wilshire Boulevard. It was part of the beautification of

6 this street, and it would make it more difficult for people

7 to even cross.

8 And second of all, I would really like to see the

9 bus lanes extended all the way through Westwood. That

10 congested area right there in Westwood Village between

11 Veteran and Sepulveda is where it's most needed, and,

12 honestly, I'm not so concerned about a little bit of

13 congestion that may occur from that.

14 We need to get more serious about global warming.

15 Our human survival is in peril the way we are going, and we

16 have to stop driving so much. This is a minor inconvenience

17 to deal with that major problem that we're facing. Thank

18 you.

19 MS. LITVAK: Thank you very much.

20 Dr. Meltzer and after Dr. Meltzer is going to be

21 Ivor Koonin; is that correct? I hope so. All right.

22 Please go ahead and state your name.

23 DR. MELTZER: Hello, everyone.

24 MS. LITVAK: Hang on. Get really, really close to the

25 microphone.

1 DR. MELTZER: Hello. I'm Dr. James Meltzer. I'm

2 president of the 10560 Wilshire Homeowner's Association, and

3 we have been watching this project for some time.

I think that some of the alternatives may have some value, but, generally, for our particular area, I'd like to speak on our particular area, which is the high rise area between Comstock and Westwood Boulevard, that's an area, certainly, we don't want to see the jut-outs being taken away. That's very important. That's where people park.

You have to consider the people that we're dealing with in our area. This may be good for many people as far as their transportation needs, in our area very few people would be using this bus lane. At the present time, we see a lot of buses going by, but very few Rapid O buses with very few people in them.

We have a lot of elderly people, old age people, 70-, 80-year olds driving in that area. They would find it extremely difficult and dangerous pulling out into Wilshire Boulevard with the rapid bus lane going on at those various times, so that's a safety consideration.

Also, we need parking there for emergency vehicles, which I understand they'll be able to park, but we have people moving in, moving out, delivery vehicles as well in the area.

Something I've pointed out to people earlier in

1 looking at the various street, particular map they have here
2 on the intersections that our whole area doesn't really
3 cover the -- they have no -- they have -- they have areas of
4 large intersections, but in our whole area, there's no
5 evaluation of how this would affect parking and -- and
6 traffic in the neighborhoods, that's where it --
7 MS. LITVAK: Dr. Meltzer, you need to wrap it up.
8 DR. MELTZER: So for some of these reasons, I think that
9 would be a very important area to look at.
10 MS. LITVAK: Thank you very much. Additional comments,
11 you can turn them in in writing.
12 Ivor Koonin? Where is Ivor Koonin?
13 MS. BIRDEAU: It looks like he has left.
14 MS. LITVAK: Okay. We'll call that person again.
15 Alex Shams? Okay. Alex, while you're coming up, is
16 Sonissa Norman here? Okay. You're next.
17 Go ahead. Step right up here, get really close to

18 the microphone, state your name, and go ahead with your two
19 minutes.
20 MR. SHAMS: Hi, my name is Alex Shams, and --
21 THE REPORTER: Wait. I can't hear you.
22 MR. SHAMS: That work?
23 MS. LITVAK: Yeah. Much better.
24 MR. SHAMS: Okay. My name is Alex, I'm here to voice
25 strong support for the project. I'm a lifetime resident of

1 the City of Los Angeles, and I think it's about time the bus
2 lane is happening.
3 I guess -- for two things I want to talk about. I
4 guess I -- I think the support is -- I wish it would be more
5 hours. I wish it would be a 24-hour bus lane, and I grade
6 separation or curb separation from the streets make it more
7 efficient for bus riders.
8 I think I guess the second thing I want to talk

9 about then is considering the pedestrian. We've talked a
10 lot about people who drive, considering people in the
11 neighborhood who take transit, one thing that hasn't been
12 talked about is how to consider pedestrians and pedestrians'
13 rides and sort of maybe not every single street in the city
14 of Los Angeles needs to be three lanes wide.
15 I think, for example, making streets smaller,
16 making them more suited for pedestrians to walk on would
17 essentially encourage people walking in the city of
18 Los Angeles. Like, I know I work on Wilshire Boulevard and
19 at 3:00 p.m. I have lunch, and it's extremely unpleasant to
20 be there because there's so many cars that go by so fast.
21 I don't think that -- I think it's a very minor
22 inconvenience for anyone living near Wilshire Boulevard to
23 have to deal with smaller Wilshire Boulevard or
24 Wilshire Boulevard that moves more buses and more people.
25 I think it's -- another thing that's been pointed

1 out, it isn't just about your neighborhood, where you live,
2 it is about our city, it's about every single neighborhood,
3 and it's about the world we live in, yeah. That's all I
4 have to say. Thanks.
5 MS. LITVAK: Thank you so much.
6 Sonissa Norman, after Sonissa is going to be
7 Bryan Mavrido; is that correct? Okay. Come on up and one
8 second. While Brian is coming up -- oh, and while Ginny is
9 doing the technical adjustment -- okay.
10 Does anybody else -- anybody else thought they
11 wanted to make comments? Okay. Chris? And over here.
12 Okay. We're going to pick up a card over here, and we're
13 going to deliver and pick up a speaker card over here. All
14 right. I'll ask again.
15 Okay. Step right up to the microphone. Get really
16 close, state your name, and go right ahead.
17 MS. NORMAN: Hello, my name is Sonissa. I am a
18 Los Angeles city worker, I also am a bus rider. I am here
19 in front of you today to say that the bus lane project was a
20 good idea.
21 Although it has not started yet, but after all, if
22 people see a bus going by and they barely -- nonstop traffic

23 in their car and see a bus going by going way faster than
24 they're moving in traffic, they would jump out of their car
25 and get onto a moving bus.

1 I know that the one time I drove a car where I had
2 to get from the city of Los Angeles, which is way downtown,
3 to get to Wilshire and Western, it took me 45 minutes just
4 to get to Wilshire and Western when I could have taken the
5 train to be here at 5:30, train takes about 15 minutes.
6 I also think that it would eventually reduce the
7 emissions that pollute our air, which studies show
8 African-Americans are four times as likely to be
9 hospitalized by asthma complications and three times as
10 likely to die from it than their white counterpart.
11 If you need to do more studying, then study the air
12 pollution that's around there and then compare it to what it
13 would be like if you had the bus only lanes implemented.

14 Thank you.

15 MS. LITVAK: Thank you very much.

16 Okay. Brian Mavrido, and -- yeah. Get really

17 close. Hang on a second. And after Bryan is Injoon Suh,

18 who will also need Korean translation I am told.

19 Okay. Bryan, state your name.

20 MR. MAVRIDO: I am Bryan Mavrido, and I'm in the Bus

21 Riders Union. I actually wanted the bus and started talking

22 to people about this project, and a lot of them are actually

23 thrilled about it, not for, like, for reasons, like, for

24 luxury. It's just common sense that they need to get to

25 work on time and in a good amount of time.

1 And I'm actually -- actually work in downtown and,

2 like, I need to take the 720 bus, and it takes, like, around

3 an hour-and-a-half on the bus, and I also go to school. So

4 I could use that time to study, while I use it to, like,

5 just be, like, waiting on the bus for the bus to come or
6 just waiting on the bus itself.
7 I think, like, that, like, the whole 9.6 miles has
8 to be implemented because, I mean, like, reasons that we
9 shouldn't do it is because they're kind of, like, selfish.
10 Like, I think, like, we need the entire miles because
11 there's -- there's, like, gaps in the system that will,
12 like, make the travel time still slow. We need it to be
13 fast. That's it.
14 MS. LITVAK: Okay. Thank you so much.
15 Is Injoon Suh here and are you translating for him?
16 Okay. So we'll need four minutes again, and after that is
17 C. Lopez; is that correct?
18 Okay. Again, nice and close and state your name
19 and --
20 MR. SUH: My name is Injoon Suh, and my age is, I'm
21 90 years old. I have lived in the United States and in L.A.
22 for the last 40 years. But just from three years back I
23 stopped driving and have been taking the buses since then.
24 Today I was taking the bus to get here on Wilshire
25 and it took 40 minutes. I fully welcome and support this

16 coming up, after that I have Rose Meltzer, that's the last
17 one I have, but I'll take more. Raise your hand or raise
18 your card, and we'll get you taken care of. I'm going to

19 ask again.

20 Okay. Get up close to the microphone, Mr. Lopez.

21 MR. LOPEZ: Hello. And -- because everybody knows --

22 and I would like to make a comment directly to the people

23 who is the decision maker of this.

24 I -- I am living in this town for 20 years, and I

25 came when the fare was $.35, you know, and right now, you

1 know, is $5, just a day pass; right? So I mean with the

2 changes in the systems, you know, basically, you know, to

3 me, has been wasting money, a lot, because they -- what I

4 witness the changes of the -- the money for people, from

5 checks, you know, you know, and no for the community that

6 really deserves it.

7 So the priority for the real -- real priority for

8 the people is being just that all this west -- looking for

9 the Westside and the Westside and the Westside and only the

10 Westside because they probably they -- the -- these are the
11 people that just wait, watch the Westside only. No. It is
12 all over the county where we need the service.
13 We don't need it, for example, the Gold Line. You
14 make the Gold Line, we did not need it, so you need to try
15 to build this project really it's -- it's not -- I think you
16 had to be a little bit more seriously, take the real need if
17 you want to build something, build exactly what we needed,
18 but don't just make it, you know.
19 And I would like to, you know, ask you for a real
20 community to the people, and -- and fix what we have right
21 now. Because you see a bunch of people --
22 MS. LITVAK: Thank you very much.
23 MR. LOPEZ: -- that needs to be fixed. Thank you.
24 MS. LITVAK: Okay. Thank you very much.
25 While Ms. Meltzer is coming up, did Mr. or

Ms. Koonin come in? Okay. Is there anyone else who is going to want to speak tonight? I will ask again. All right.

MS. MELTZER: My name is Rose Meltzer, and I want to reiterate on what my husband was saying about the traffic in Westwood. The jut-outs that we have are very important for the people that live in our building. Our building is parking, you go in and out on Fayer instead of Wilshire Boulevard.

There's a big issue about people trying to get in and out of the building, and as my husband said, there's elderly people, and sometimes people are going too fast and you can't get out.

And if there's traffic on Wilshire Boulevard -- if -- if the bus lane goes there, it's going to be diverted to Ashton on the south side and Lindberg on the north side, and our neighborhood wasn't built for the rapid buses to go through there and the trucks and all of the traffic.

So if you would investigate and look at the traffic that goes on on the side streets where there's -- the buses going around.

And on top of all that, like was said before, if you want to move, you can't -- you only have a short period

24 of time, and they built a residential facility at Warner and
25 Westwood and they -- the other day there were ambulances and

1 fire trucks there, so what are you going to do with the
2 traffic?
3 So could you please investigate more about
4 neighborhoods and take -- not take out those jut-outs so
5 people won't be able to get in and out.
6 MS. LITVAK: Thank you so much.
7 Mr. or Ms. Koonin? Going once, going twice. Okay.
8 Is there anybody else who wants to put a verbal comment on
9 the record tonight?
10 Back up one more, Ginny, please.
11 Anybody else wants to speak tonight?
12 Okay. There you go. Okay. So, first of all,
13 thank you all very much for coming and getting your comments
14 on the record. We appreciate it. I hope we got them

15 accurately. If you have these forms you want to drop off
16 your written comments on the way out, please do so.
17 Take one with you if you'd like in case you think
18 of something tonight, tomorrow, the next day, and the
19 address is on here, send it in to us, and, also, as we said,
20 you can go to the Web site, you can e-mail us.
21 If there are issues or questions you have that you
22 want included in this study, please get them to us by
23 October 23rd so that we can actually do that study.
24 And with that, I am going to conclude the meeting
25 and thank you all again for coming. We will be tomorrow

1 night at Westwood Presbyterian and next Tuesday at
2 Good Samaritan Hospital.
3 All right. Thank you very much everybody.
4 (Hearing concluded at 7:31 p.m.)
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1 BEFORE THE EXPOSITION METRO LINE CONSTRUCTION AUTHORITY

2 WILSHIRE BUS RAPID TRANSIT PROJECT TEAM

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5 PUBLIC HEARING IN THE MATTER OF:)
)
6 WILSHIRE BUS RAPID TRANSIT PROJECT)
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15 TRANSCRIPT OF PROCEEDINGS

16 Los Angeles, California

17 Monday, October 5, 2009

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22 Reported by:

23 MELISSA TRESSEN
CSR No. 13367

24

Job No.:
25 B2965NCO

1 BEFORE THE EXPOSITION METRO LINE CONSTRUCTION AUTHORITY

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15 TRANSCRIPT OF PROCEEDINGS, taken at

16 11338 Santa Monica Boulevard, Los Angeles,

17 California, commencing at 6:00 p.m.

18 on Monday, October 5, 2009, heard before

19 the WILSHIRE BUS RAPID TRANSIT PROJECT TEAM,

20 reported by MELISSA TRESSEN, CSR No. 13367,

21 a Certified Shorthand Reporter in and for

22 the State of California, pursuant to Notice.

23

24

25

1 APPEARANCES:

2 METRO PANEL JODY LITVAK

MEMBERS: REX GEPHART

FACILITATOR: GINNY BRIDEAU
THE ROBERT GROUP

1 I N D E X

2 SPEAKERS: PAGE

3 NANCY LAWRENCE 26

4 JOHN HEIDT 28

5 REGGIE STREETER 29

6 LAUREN COLE 30

7 LARRY TAYLOR 31

8 ERICK HOMIAK 32

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Los Angeles, California, Monday, October 5, 2009

6:00 p.m.

MS. LITVAK: Good evening, ladies and gentlemen. I'm Jody Litvak from Metro. This is the scoping meeting for the Wilshire Boulevard Bus Rapid Transit

Project. We thank you all very much for coming.

This is a joint effort by Metro, my agency; the City of Los Angeles; we have Susan Bok here from L.A.D.O.T., and the County of Los Angeles, who I don't believe is represented here tonight, but they're our partner in this, and they'll be explaining things to you.

I'm going to take you through some stuff at the beginning of the presentation. My colleague, Rex Gephart, is going to come in the middle, and I'm going to wrap things up in the end, and I'm going to take you through the comment period.

And there are a few ways to comment. One is if you want to speak tonight, I need you to fill out one of these cards (indicating), try and write legibly, please. We'll just call your name at the comment period. We're giving two minutes. It will be two minutes. I forget sometimes. Two minutes to speak.

We'll worry about that later.

If you haven't turned a card in and you decide you want to speak, just fill it out and go like this (indicating), and someone will come get if from you. If you don't have a card and you decide you want to speak at any time, just waive your hand and some lovely person over there will give you a card, wait for you to fill it out, and take it away from you.

In addition to speaking tonight, we will gladly accept your written comments. You can send them into us or you can fill out this form here (indicating) and turn it in at the box in the back. If you want to take it with you or if you think of something later on, there's an address. So that's how comments are going to go.

Here we go. The purpose of tonight's meeting, just so we all understand what we're doing here, we are going to provide an overview of proposed project, that will be coming up in a little bit. We're going to discuss this new environmental process.

Some of you who have been following this know that we had started -- we have begun this effort a

22 little over a year ago with what was called an Initial
23 Study Environmental Assessment. We have now decided, as
24 many of you have requested this, that we need to do an
25 Environmental Impact Report along with the Environmental

1 Assessment, and we'll explain this in a little while.
2 So we'll talk about that.
3 We'll talk about what some of the alternatives
4 are for the project that we're going to be evaluating
5 this afterwards, we'll tell you what the study schedule
6 is, and then really, most importantly, what the purpose
7 of tonight's meeting is, is for you to give us your
8 comments and your input for what you want us to study,
9 how you want us to evaluate this as we propose. This is
10 what the scoping is.
11 If you have questions about the project, I
12 want to set your expectations appropriately. It is most

13 likely that if you ask us a question tonight about will
14 this project be X, Y, or Z, our answer is going to be --
15 we'll -- those answers are what is going to come out in
16 the study. So ask those questions. Get them on the
17 record, and we will be evaluating them and studying, and
18 you're just going to have to be a little patient and
19 wait for the answers to come up in the study. Please
20 get those questions on the record.
21 Okay. Rex.
22 MR. GEPHART: Okay. Thank you, Jody. I'm
23 Rex Gephart, original staff and planning director with
24 Metro. We are here tonight to hear everybody's comments
25 and talk about a few new things that have happened since

1 we last met, which was last November at this same place.
2 A little background, probably some of you have
3 seen this before, but we'll get into the new things in

4 just a few minutes. The Wilshire Boulevard -- in
5 east/west corridor in Los Angeles County, actually it
6 has the highest ridership of any bus line in the United
7 States.
8 That's when you count the buses that do go to
9 Los Angeles and a little bit to the east side of
10 Los Angeles. Some of the bus lines on Wilshire
11 Boulevard go that far, but if you add it all up, it's
12 the highest ridership in the United States, including
13 New York City.
14 One of the average bus speeds -- for the
15 average bus speeds for Metro, declining a little bit
16 every year, about 20 percent since the mid 1980's, and
17 that's when we discovered that speed was really the key
18 issue with trying to provide good service to our
19 customers.
20 When we interviewed everybody we found that
21 their number one issue was the speed of public transit
22 in Los Angeles. It wasn't necessarily over crowding or
23 cleanliness, it was the speed of public transit. From
24 that we started -- we tried to come up with some ideas
25 to improve bus speed, one of them being the Metro Rapid

1 corridor, and the other being this Wilshire B.R.T.
2 Project.
3 Project area includes most of
4 Wilshire Boulevard from just west of Downtown
5 Los Angeles all the way to City of Santa Monica,
6 excluding Beverly Hills in the middle. We have talked
7 to Beverly Hills about the bus line.
8 They have -- actually, they endorsed the idea,
9 but they haven't supported it in City Council yet.
10 They're waiting to see what happens with this project
11 and whether we get some bus lines in the City of
12 Los Angeles first and the County of Los Angeles out by
13 the 405 Freeway. So the Metro has commenced work on
14 the Environmental Impact Report and Environmental
15 Assessment. We'll talk a little bit more about that
16 one in just a second.
17 Participating agencies planning the design of

18 the project are by the City of Los Angeles, and there's
19 three or four departments from the City of Los Angeles
20 that are working this; Los Angeles Department of
21 Transportation, Susan Bok is the lead. They have B.R.T.
22 services, B.R. engineering, and a planning department as
23 well at the City.
24 The County of Los Angeles is working the
25 project because the County owns the property around the

1 405 Freeway on Wilshire Boulevard and Metro. We are
2 participating in the design as well. Construction,
3 restrictively City of L.A. and Los Angeles County.
4 Funding comes from the Federal Transit Administration,
5 about 75 percent of the funds from the Federal Transit
6 Administration. Metro contributes about 15 percent, and
7 the City of L.A., about 10 percent.
8 So in -- a little bit further back in --

9 actually in -- I think it was June or July of 2007 --
10 no, it was May of 2007. Let me back up a bit before
11 this slide. The City of Los Angeles was brought this
12 project to City Council, and they asked Staff to proceed
13 with the implementation of a peak period ending in bus
14 lanes. That was in May of 2008.
15 In October of -- excuse me, 2007 -- yeah,
16 2007. In October 2007, we asked the City -- we submitted
17 a very small grant application to the Federal Government
18 asking them if they thought if this was a good idea. If
19 they did, they would give us money to -- we would hope
20 they would give us the money to construct it.
21 Then in June 2008, the three A's: Metro, City
22 of Los Angeles, and Los Angeles County began studying
23 the feasibility of this peak period end to end bus
24 lanes, and we ended up starting this study with an
25 environmental perspective, an initial study in

environmental assessment. The initial study is the State side. Environmental assessment is the Federal side, and that's where we were in June 2008.

Then in November 2008, we met with everybody here. Some of you may have been here, not everybody. We met here in 2008, as well as three other communities along the corridor to discuss the process, the environmental process, and the project.

In May of 2009, this year, we decided to elevate the project from an Initial Study/Environmental Assessment to an E.I.R., Environmental Impact Report/Environmental Assessment based on the public comment that we heard from everybody in November 2008 and the fact that we had -- we were producing technical studies, mostly traffic-related technical studies that suggested that there were some impacts that we should be aware of, that we should look at some more research of, and we should consider some of these impacts a little bit further.

So we decided let's elevate an Initial Study to an E.I.R., bring back this information to the public through these scoping meetings, which is -- this is the

23 first of, and that's where we are today. We started
24 that process in 2009.
25 Then in July 2009, the Federal Government, the

1 Federal Transit Administration determined that the
2 environmental assessment piece of this was all that the
3 Federal Government requires, not an E.I.S. So that's
4 why we are on an Environmental Impact Report side on the
5 State and then the Environmental Assessment on the
6 Federal side.
7 So the proposed project, bus lanes would
8 operate only during the weekday peak periods, 7:00 to
9 9:00 a.m., 4:00 to 7:00 p.m. That's weekday only in
10 both directions, in the curb lane only. Infrastructure
11 improvements include curb lane repaving and
12 reconstructing.
13 Most of the pavements to be reconstructed

14 would be between Fairfax and Western. Most of the rest
15 would be merely repaving. There would be some selective
16 street widenings. Once example is between Barrington
17 and Federal, right out here on Wilshire Boulevard.
18 We would put the signal time for the traffic
19 and everybody that moves down Wilshire Boulevard, the
20 cars and the buses, and then we try to improve the
21 bus signal priority, which we already have for the Metro
22 Rapid Program, the red buses down Wilshire Boulevard.
23 The environmental process, Environmental
24 Impact Report and Environmental Assessment, the idea
25 here is to assess the feasibility of this Wilshire Bus

1 Rapid Transit Project and determine whether it can be
2 constructed and implemented with very few impacts. We'd
3 like to evaluate the environmental social and economic
4 issues associated with the proposed project, that's part

of an E.I.R./E.A., and doing so will satisfy both the State and the Federal requirements. That's why I mentioned earlier that the Federal Government is fine with us doing an Environmental Assessment, not an Environmental Impact Statement.

The E.I.R./E.A. will evaluate potential impacts related to traffic and parking. Probably traffic is the most important piece that we're evaluating today. We're looking throughout the west side, not just on Wilshire Boulevard, not just the traffic impacts on Wilshire Boulevard, and we'll talk about that in a second. Air quality, noise, cultural resources, architectural, archeological, paleontological, environmental justice, community impacts, and parkways. All these are required as part of the E.I.R./E.A.

And -- this is an important piece -- as part of the Environmental Impact Report, in addition to what we did last time on the initial study, we will be looking at project alternatives, which we did not last time, and we are this time, and we'll talk about them in

just a few minutes.

The proposed project scope, this is the alignment from Valencia out to Centinela, City of Santa Monica. The entire alignment is about 12 and 1/2 miles long, but we are not proposing any bus lines in the City of Beverly Hills yet, not as part of this project.

At the very western end, where we are today, Centinela to Barrington, we would just convert existing curb lanes to peak period lanes, and then from Barrington to Federal, that's that two-block section I mentioned earlier, we would widen both sides of Wilshire by five feet and add an eastbound peak period bus lane only, not westbound, just eastbound.

And that would connect with the next segment, which is in the County of Los Angeles from Federal to Sepulveda where we're removing five feet of sidewalk on this other side of Wilshire reconstructing east and

19 westbound lanes and then adding an eastbound peak period
20 bus lane to connect with the eastbound peak period bus
21 lane between Barrington and Federal. There would be no
22 westbound lane in this section either.
23 I forgot to mention length in here. This is --
24 lengthen the eastbound left turn pocket at Sepulveda.
25 This is kind of an unrelated piece of this project, but

1 as you know, if you've traveled Wilshire Boulevard
2 eastbound, as you approach the 405 Freeway, there's a
3 relatively short left-hand turn pocket that turns left
4 northbound onto Sepulveda, and in the peak periods it
5 gets full of cars, and those cars back into the through
6 lanes of Wilshire Boulevard, blocking at least one of
7 the through lanes at Wilshire Boulevard.
8 With this we're going to lengthen that left
9 turn pocket from about 150 feet to 700 feet, allow all

10 cars to sit in that pocket, thereby freeing up that
11 through lane at Wilshire Boulevard and allowing
12 everybody to proceed eastbound a lot easier and quicker.
13 From Sepulveda to Malcolm, just convert
14 assisting curb lanes to peak period bus lanes. From
15 Malcolm to Comstock there are -- if you've driven along
16 that area, you'll notice that -- we call them jet-outs,
17 that's where there used to be grass and curb. You'll
18 see that where it's cut back in toward a lot of the
19 condominiums when the new condominiums opened, they were
20 required to remove that land and essentially produce
21 some of their setback.
22 We want to remove the remaining portions of
23 those, what we call jet-outs, along that area, realign
24 the curbs, and then add peak period bus lanes in both
25 directions. We would not be taking a traffic lane. We

would be adding a bus lane where those jet-outs used to be.

From Comstock to Beverly Hills, just convert existing curb lanes. Beverly Hills is not included in this B.R.T. project. Again, I need to emphasize, we have had talks with Beverly Hills, and they're definitely considering this. They just want to see what happens with the City of Los Angeles.

Then on the other side of Beverly Hills and Fairfax again, just convert existing curb lanes. From Fairfax to Western three miles, this is where we would be reconstructing Wilshire Boulevard. Between Wilshire and that area most curb lane will be adjacent curb -- the lane adjacent to the curb lane is very torn up.

People don't want to drive there. Buses don't want to drive there. It produces a lot of the capacity of Wilshire Boulevard because very few people are using that curb lane. We would to reconstruct Wilshire Boulevard along that entire three-mile corridor or segment. That is just a curb lane, adjacent curb lane.

Western to Valencia at the very end of the line two and a half miles, convert the existing curb lanes to peak period bus lanes.

24 So the traffic study evaluation of this study,
25 we're looking at 17 intersections on Wilshire Boulevard

1 and 57 intersections parallel -- on parallel
2 corridors -- parallel to Wilshire Boulevard all the way
3 up from Pico in the south to Hollywood Boulevard in the
4 north for 74 total intersections throughout the
5 westside. Traffic counts have been collected on all 74
6 studied intersections.
7 We're looking at future traffic forecast, and
8 we're trying to figure out potential impacts on
9 congestion in all those 74 intersections as part of the
10 this study. And then potential parking impacts will be
11 evaluated as well.
12 This is a picture of the entire westside.
13 The corridor begins out here just a little bit east of
14 this slide, this is Alvarado Boulevard, all the way to

15 the City of Santa Monica, Wilshire in the middle -- I
16 mean, Beverly Hills in the middle of the City. You can
17 see that we actually are studying one of the
18 intersections in Beverly Hills.
19 Here is another one right at the San Vicente
20 edge of Beverly Hills. All these little dots are the
21 intersections we're looking at throughout the westside
22 to evaluate the change in traffic conditions if this
23 project was implemented.
24 Meaning that if the project is implemented,
25 let's say in this segment here, would people travel from

1 Wilshire Boulevard to Olympic Boulevard and travel in,
2 or what would people do? That's the whole concept
3 behind studying these 74 intersections to see whether
4 traffic might increase at an intersection, not on
5 Wilshire, but maybe some other place. And that's not

what we're trying to do. We don't want to push conditions that might have a negative impact off to some other corridor.

Project alternatives, this is kind of a new piece that was not discussed in part of the Initial Study Environmental Assessment last November. One, we are looking at the no-build alternative, which just means we would not build the project.

Then the second alternative is the proposed project, that's the one I just described with that map with all those bubbles. That's the proposed project with the following modifications -- and I'll show you in just a second from now. Let me explain it first.

Eliminate the bus lane from Southpark View to Valencia, that's the very eastern end of the line, not have a bus lane there. It's about a .7 mile length. Eliminate the bus lane from Sepulveda to mid-block Veteran and Gayley. That's just on the east side of the 405 Freeway, not have bus lanes in either direction because cars are -- if you're going westbound, cars are

in that curb lane trying to go northbound on the 405 Freeway. Eastbound people getting off the 405 Freeway trying to go towards U.C.L.A., and we don't want to take those curb lanes where all these cars are trying to get on and off the freeway. So that's why we're saying eliminate the bus lane from that segment, mid-block Veteran and Gayley to Sepulveda.

And then between Malcolm and Comstock, we would -- remember those jet-outs I was talking about where we would like to remove the jet-outs, in this alternative we would leave all the jet-outs, retain all existing jet-outs, and then convert the existing curbside traffic lanes to weekday peak period bus lanes.

So instead of taking the jet-outs and adding a bus lane, we would leave the jet-outs and then take the existing traffic lane for the bus lane as we are doing all along the remaining part of the corridor.

And then because we would not be removing the jet-outs, which cost quite a bit of money to remove

20 those, the Federal Government has allowed us to use that
21 money and extend the Wilshire Boulevard reconstruction
22 from Western and Fairfax, that three miles -- well
23 2.8-mile segment in the middle -- we would extend it all
24 the way from the City of Beverly Hills east, practically
25 to the end of the line, about 5.1 miles, reconstructing

1 a very long portion of Wilshire Boulevard where
2 everybody, the traffic and the buses -- I mean, the cars
3 and the buses.
4 That would look like this. This is that .7
5 mile segment that we would no longer have bus lanes.
6 This is that .3 right out by the 405 Freeway that would
7 no longer have bus lanes, retain the jet-outs in here,
8 extend the Wilshire reconstruction all the way to
9 Beverly Hills here and all the way to the end of the
10 line in that direction, a very large improvement of

11 Wilshire Boulevard, like I said, about a 5-mile
12 improvement of the Wilshire Boulevard pavement.
13 Other project alternatives considered the
14 proposed project that I mentioned earlier with the
15 following modifications: Exactly the same thing that
16 I just mentioned, removing the .7 miles at the end,
17 removing this .3 miles out by Sepulveda, but not
18 removing the jet-outs, just -- no, not retaining the
19 jet-outs, but removing the jet-outs.
20 Unfortunately, that means that the project
21 cost per mile for this goes up significantly, and the
22 Federal Government said this project would no longer be
23 eligible for Federal funding if we propose to do that.
24 That's why it says, "Not eligible for Federal funding."
25 Then another concept that was considered --

1 well, at least it was brought to the City Council's

attention, we called it "mini bus lanes," and it was a set of little bus lanes, maybe two blocks here, one block there, and a quarter of a mile here where we thought maybe those mini bus lanes might make some kind of a difference. And they did, but the Federal Government does not allow you to put pieces of bus lanes together. It must be one continuous bus lane or it's not eligible for Federal funding. By the way, without Federal funding, this project is not happening.

Project goals: Improve bus passenger travel times; that's absolutely our goal. Improve bus service reliability, which means getting the buses to those stops at the same time everyday that they are supposed to be at those stops, because if that does not happen, some days you'll see three or four buses together. This will help alleviate that problem.

Improve the traffic flow along Wilshire Boulevard for the cars and the buses. Reconstruct the curb lanes along damaged portions of Wilshire Boulevard and even extending that in that alternative 2.8 miles to 5.3 miles.

Encourage a strict model of daily use of public transit. We absolutely hope that this happens.

25 With faster consistent bus speeds, we would like to

1 attract people out of their cars because this has become
2 very competitive with the automobile, and then
3 minimizing the impacts of existing parking.
4 Funding, I mentioned a little earlier, Public
5 Transit Administration, I said 75 percent -- 74 percent
6 from the Federal Government, 10 percent from the City of
7 L.A., 16 percent from Metro. Total cost is probably
8 31.5 million. That's putting all that money together.
9 Schedule is we are here today, and we'll have
10 some more meetings later this week and next week. Then
11 at the same time, just after these meetings, draft the --
12 finish the draft of these technical studies, produce a
13 draft on Environmental Impact Report/Environmental
14 Assessments for public review.
15 In the last part of January, finish up the

16 technical studies in the early part of the January, and
17 then we'll have a set of communities just like this in
18 February to come back to you and tell you what we've
19 done based on your comments that we hear in this meeting
20 and later meetings this week. Seek F.D.A. approval of
21 the project in April for our Board, the Metro Board, in
22 May, the City and County in June, and then start
23 construction hopefully in July of next year.
24 With that, Jody.
25 MS. LITVAK: Thank you. One thing just occurred to

1 me this as I was listening to this -- this is our first
2 time through this presentation -- I just want to make
3 sure everybody understands what's proposed for these bus
4 lanes in the peak period, they would also be open to
5 automobiles if you're turning right at the next
6 intersection and turning in or out of the mid-block

driveways. So it's buses and cars and bicycles, too.

If you loved this so much tonight, and you want to come back and see us again, we get tomorrow night off, but Wednesday we'll be down at the other end of Wilshire Boulevard at Wilshire United Methodist Church. Thursday, we'll be just the other side of the Freeway at Westwood Pres. And then a week from tomorrow we'll be all the way down at the far end of the corridor at Good Sam. Hospital in the Moseley-Salvatori Conference Room. I'm excited to see it. You've got to pay for parking at that last one. Sorry.

How you get your comments to us during the scoping period and throughout, you can go to -- by the way, you can find us on the Internet, Metro.net/Wilshire. The presentation is up. There's other information we're hurrying to get up there.

If you click on "Contact Us," you can just send in your comments that way. There's a form you can fill out right there. You can say put me on your data

base. I want to be kept informed or whatever. You can call that number there, 922-2500. You can mail in your comments by U.S. Mail to Martha Butler. Raise your hand, please. There's the lovely Martha Butler in the back. 1 Gateway Plaza, Los Angeles 90012. If you don't remember Martha's name, if you don't remember the mail stop, if you just put Wilshire Bus Lane 1 Gateway Plaza, L.A. 90012, it will find us, but the other stuff is helpful.

You can E-mail it to Wilshirebrt@metro.net. We will take your comments throughout, but if you want your comments to count during scoping, which is for you to tell us what you want us to study, we really need to hear by October 23rd because we need to get on with actually doing the study.

Okay. Lights up. Can we move the other microphone out there and turn it on? We've got -- Ginny is going to get that set up, and I see some people holding things up. She'll come around and get those from you or somebody else will.

21 We're going to do a little bit of microphone
22 101 here because we really want to hear what you're
23 saying. You really want to get what you're saying on
24 the record so she can record it. So this is my
25 microphone 101.

1 You hold this really close to your mouth.
2 Don't hold it down here, don't hold it over here, don't
3 go like this. Don't start talking and doing one of
4 these things. Get it really close to your mouth.
5 I'm going to take these in the order received.
6 You come over here. I'll get out of the way. This is
7 going to count down two minutes. It will be green when
8 you start. It will go to yellow when there's 30
9 seconds, and then it will go red. It's just for
10 fairness, you know, everybody gets two minutes, and
11 again, you can turn in your written comments.

12 Did you have a question about how we're going
13 to move through this tonight?
14 MR. HEIDT: I was just wondering how this is being
15 prepared.
16 MS. LITVAK: Well, it's being prepared jointly by
17 this gentleman who is preparing the E.I.R./E.A. It's
18 being prepared jointly by the City of Los Angeles, the
19 County of Los Angeles, and our agency; is that correct?
20 MR. GEPHART: Yes, but Metro is the lead agency.
21 MR. HEIDT: All three are represented here today?
22 MS. LITVAK: County of Los Angeles is not here
23 tonight.
24 All right. So I'm going to call two at a time
25 so we know who's up next so you can get ready.

1 So first I have Nancy Lawrence.
2 Nancy Lawrence, please come over here to -- it might be

easier going around the back, but you're coming this way this time. Followed by John Heidt.

Right over here. Get really close. Remember microphone 101.

MS. LAWRENCE: Can you hear me?

MS. LITVAK: State your name, please.

MS. LAWRENCE: My name is Nancy Lawrence, and I'm a member of the Bus Riders Union. First, I just want to state that I support the implementation of the bus only lane from Valencia to Centinela.

And the reason why is one reason, I live in the area where this bus lanes goes by. I live about four blocks north of Wilshire Boulevard. I have to walk down several blocks to get the express bus, and we need more buses there, and we need to get more people out of their cars so those that have to drive -- for instance, my uncle is a carpenter. He has to carry a lot of big boards around. So he can't get on a bus. It will be easier for people who have to drive or who are extremely elderly. Maybe they can drive better than get on and off a bus to not be stuck in traffic jams.

Another reason is because we have to get off this oil. People are digging in places like Ecuador and

destroying indigenous beauties. So we need to get off -- get on renewable energy. We can actually do that, have electric buses and have solar power to back it up, you know, find new ways -- this would be a start.

Also, I'm hoping that there will be more bus only lanes around the city eventually to stop the gridlock. Also, people who are -- have low income, can't afford cars, and there's so many people who can't get around in this City because of that.

So there's so many reasons I can go into, but gridlock is terrible, and I'm sure all of you suffer from that, not to mention parking expenses and everything. Wouldn't it be nice to just get out of your car, get on a bus, and read the newspaper?

So I'm hoping that you support this bus only lane. And we need to get on our bikes; those of us

17 that --

18 MS. LITVAK: Thank you very much.

19 Mr. Heidt, go ahead up to the microphone.

20 A couple comments: After Mr. Heidt will be

21 Reggie Streeter. You can stand up here and wait if you

22 want. If you want to wait in the first row, that's

23 fine.

24 Two other comments before he speaks: One is

25 if you've got -- and I should have said this earlier. I

1 apologize. If you've got mobility issues, I'll bring

2 the microphone to you, and we'll get you your two

3 minutes. And if I really, really boggle your name, I

4 apologize, which is why I'm asking you all to start by

5 stating your name.

6 MR. HEIDT: My name is John Heidt. I'm a trustee

7 of the Western United Methodist Church. I live in

Westwood, and I own an office building in between Centinela and Federal. I love rapid transit. I am looking forward to the expansion of the subway, which I think is the best alternative for our area.

The jet-outs that are described, I guess you could describe them as tree landscaped areas. It's my biggest concern that the City keeps being paid more and more. In particular, at the Western United Methodist Church we have a preschool that is adjacent to our sanctuary right on Wilshire. So large articulating buses closer to the toddler program, there is a big concern.

I'm also the fellow who conceived and executed on the idea of the 165 assisted living facility on Wilshire. That was actually my idea, and I negotiated the whole thing. It was 7 million dollar project that -- Capital built for seniors. Housing in particular, professor emeritus, retired faculty

of U.C.L.A.

We are all in favor of rapid transit, but we do not think that getting rid of jet-outs is a good idea. We like the landscaping, and we love our trees.

We do think that the purpose of this is to have high speed buses which gives us great concerns, especially when we're trying to have funerals, weddings, and processions that follow. Certainly, we would not be having any early rush hour weddings, which we do now or funerals, which we do now. So that would be a little bit disturbing.

Additionally, when they did the traffic study between -- I guess it was Santa Monica and --

MS. LITVAK: I'm sorry, your time is up. Thank you. You can send the comments in, please.

Reggie Streeter is coming up. Following Mr. Streeter will be Lauren Cole.

MR. STREETER: Good evening, ladies and gentlemen. My name is Reggie Streeter. I'm with the Bus Riders Union. As a bus rider in L.A., we get paid on public transit. I urge the full implementation of this project

22 from Downtown L.A. to Centinela running consecutively.

23 The bus only lane should run a complete 9.6

24 miles round-trip during the trouble times taken to

25 riders like me. The bus riders should be given priority

1 as they don't contribute to as much as car drivers do.

2 Speeding buses will encourage riders like me to continue

3 using transit and car drivers to use transit as well.

4 Thank you.

5 MS. LITVAK: Thank you very much.

6 Lauren Cole. After Lauren will be

7 Larry or Leroy (sic) Taylor.

8 MS. COLE: My name is Lauren Cole. I'm here

9 representing the Brentwood Community Council

10 Transportation Committee. We don't have a position at

11 the moment on the proposed bus lanes. We had some

12 things that we wanted to make sure that the study

13 included, some of which it sounds like you are
14 including.
15 Our main focus is on the western part of the
16 bus lanes up to Beverly Hills to Centinela. We wanted
17 to make sure that the study measure not only the benefit
18 to the bus riders, but also looked at the impact of the
19 people not on the bus to look at the time impact for
20 them to have lanes reduced possibly on Wilshire
21 Boulevard in addition to looking at the savings.
22 The second thing we wanted to make sure that
23 is evaluated is the environmental impact air pollution
24 from having additional cars sitting in traffic as well
25 as the savings with having buses that can move faster.

1 The third thing we really wanted to understand
2 as part of the E.I.R. is the potential increase that
3 Metro estimates could happen if riders west of the 405,

whether there were people in this part of town commuting from, and is it realistic to think that a large proportion of them take the Wilshire bus that aren't taking it today as a result of the bus lanes, or how many more people do you estimate could take the bus other than take their cars?

So those are the three areas that we wanted to make sure were covered in the study.

MS. LITVAK: Thank you so much.

Larry or Leroy?

MR. TAYLOR: Larry.

MS. LITVAK: Okay. While Mr. Taylor is coming up, the next card I have is from Erick Homiak. I hope I'm saying that right. Mr. Homiak's card is the last one I have, but it's not your last chance. So if you want to speak, I told you what to do already.

Go ahead, Mr. Taylor.

MR. TAYLOR: Well, a portion of this route, two bus lines from the vehicle bus to Santa Monica should include participation of the Big Blue Bus. That would be lines two and three between Westwood and the City line, Centinela on one case and Federal on the other.

Also, there's another missing couple of miles there. It stops at the border of Santa Monica Boulevard. Is there some reason why Santa Monica is not participating in the study?

MS. LITVAK: Thank you so much.

While Mr. Homiak is coming up I will respond a little bit that the bus lane would not just be open to Metro buses. It would be open to any public transit bus. So that's the answer to that.

MR. HOMIAK: Good evening. My name a Erick Homiak. I'm a member of the Bus Riders Union. I think the idea of having this project is a great idea. A lot of times on any given day, during the middle of the day when buses are crowded on Wilshire Boulevard, there's a lot of congestion onboard of buses. We are usually packed up even to the point where the drivers are having to pass people by and stuff. That's one thing.

And as a person with asthma, I think it's a great idea that we could relieve the congestion onboard the freeway and street systems. For those that feel that they're going to be affected because of the everyday activity, I think it will be more beneficial, to be real and honest with you. I can see it being less of a problem. Thank you.

MS. LITVAK: Thank you very much.

Is there anyone else who wants to say something verbally tonight?

We'll hang out for a little while afterwards to chat with you. I also want to remind you of all the ways you can get you are comments into us. This is up on our website as well. You should have all gotten these forms when you came in tonight. Feel free to fill out written comments.

9 Drop them in the white box on the table on
10 your way out or mail them in. The number is on
11 the bottom again. If you want the comments to be
12 included during the scoping period -- you can comment
13 throughout -- but if you want them to be included during
14 scoping, please get them into us by October 23rd.
15 Thank you so much everyone. Thanks for
16 coming. We'll see you Wednesday at Wilshire United
17 Methodist Church.
18 (Proceedings concluded at 7:30 p.m.)
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21

1 PUBLIC MEETING

2 LOS ANGELES COUNTY

3 METROPOLITAN TRANSIT AUTHORITY

4 JODY LITVAK, CHAIR

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6

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8 In the Matter of the)
Wilshire Boulevard)
9 Bus Rapid Transit Project)
_____)

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15 TRANSCRIPT OF PROCEEDINGS

16 Los Angeles, California

17 Tuesday, October 13, 2009

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22 Reported By:

23 KIMBERLY ANTON
CSR No. 12881

24

Job No.:
25 B3131NCO

1 PUBLIC MEETING

2 LOS ANGELES COUNTY

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8 In the Matter of the)
Wilshire Boulevard)
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15 TRANSCRIPT OF PROCEEDINGS, taken at

16 637 Lucas Avenue, Moseley-Salvatori Conference

17 Center, Los Angeles, California, commencing at

18 6:00 p.m., on Tuesday, October 13, 2009,

19 reported by KIMBERLY ANTON, CSR No. 12881,

20 a Certified Shorthand Reporter in and for

21 the State of California.

22

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25

1 APPEARANCES:

2 STAFF PRESENTATION: PAGE

3 Rex Gephart 8

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5 PUBLIC COMMENTS:

6 Mr. Joshua Clayton 25

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11 Ms. Teh Sun Jon 32

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13 Mr. Joe Linton 35

14 Ms. Francesca Portia 37

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1 I N D E X

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10 E X H I B I T S

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Los Angeles, California, Tuesday, October 13, 2009

6:00 p.m.

MS. LITVAK: Good evening. My name is Jody Litvak, I'm with Metro, the MTA. Welcome to the last of four scoping meetings we're holding for the Wilshire Bus Rapid Transit

8 Project. This is an effort sponsored equally by my agency,
9 Metro, or more popularly known -- or we're also known as the
10 MTA, the City of Los Angeles, and the County of Los Angeles.
11 Our partner, (unintelligible) from the City of
12 Los Angeles -- there he is -- is here, so thank you very
13 much for coming. You're a big part of this. My colleague,
14 Rex Gephart, is going to help with the presentation tonight.
15 So before we get started, I just want to
16 especially -- we appreciate when our elected officials show
17 up to show their interest in the efforts that we're doing.
18 So I want to welcome both Sue Long from Los Angeles County
19 (unintelligible) Office there on the edge, and we appreciate
20 her coming, and also Kim Tachiki from U.S. Congresswoman
21 Lucille Allard's office -- she really was. Maybe she went
22 outside.
23 Michael, see if Kim's outside, have her at least
24 come in and be acknowledged.
25 Okay. So the way this is going to work tonight,

1 and I'm going to talk a little bit, Rex is going to talk,
2 and I'm going to come back at the end, and then it's your
3 turn to talk and tell us what you think, what your questions
4 are, what you'd like us to look at and consider, and the
5 way -- there are several ways to give us comments tonight.
6 One is, if you want to speak tonight, I believe you
7 were all handed one of these forms when you came in, and
8 some of you have already turned them in. We'll take them in
9 the order that they've been checked in for us and everybody
10 will get a chance to speak at the end. If -- if you are
11 going to speak and you need translation, we'll double that,
12 so you'll get four minutes.
13 If you have one of these and you haven't turned it
14 in and you decide you want to speak tonight, fill it out and
15 go like this, wave it about, and we'll come get it from you.
16 Or if you don't have one and you decide you want to speak,
17 just wave your hand up in the air and someone will bring you
18 one and then they'll come and collect it from you.
19 In addition, and I did not have one of these up on
20 my podium, does anyone have one of the written comment forms
21 handy in the papers you were given? Somebody? It's a

22 two-sided form that just has lines on there with a little
23 bit of -- I'll get one to show you before we leave tonight,
24 but if you wish to turn in written comments in addition to
25 speaking or instead of speaking -- yeah, I have a fact

1 sheet. Thank you. It looks like that.
2 You can fill out your comments, please do write
3 legibly, and turn them in. There's a -- the table where you
4 came in, there's a box, just slip it in there
5 (unintelligible).
6 And Kim just came in. She's right here. So thank
7 you for coming.
8 So you can fill this out.
9 If you leave tonight with one of these -- and you
10 might want to do that any way -- and you think of some
11 comments you didn't think of tonight and you want to send
12 them in, there's an address on the bottom there, so just

13 feel free to pop this in the mail and get it to us.

14 I will ask you always to please write as legibly as

15 possible. You take the time to give us your comments and

16 you want to make sure we get them accurately and we want to

17 make sure we get them accurately. I don't have the best

18 handwriting in the world, but, please, we're all trying to

19 help each other out with that.

20 Okay. So with that, we're going to get into the

21 presentation. By the way, is everyone able to hear me all

22 right? Okay. You'll let me know if we need it adjusted.

23 I'm not sure how to do that, but I know we can.

24 Okay. So the purpose of tonight's meeting is to

25 provide an overview to all of you of the proposed project,

1 to discuss this new environmental process that we're in, and

2 to summarize the -- the alternatives to the project that

3 we're also going to look at, give you an updated study

schedule.

There are boards on many of these topics out front, and hopefully you had a chance to review them when you were out there, and likewise, if you want to spend some more time with the boards on the way out, they'll be there as well.

And then, really, the main purpose of this meeting this evening is to get your comments so they can be considered as we develop the Draft Environmental Impact Report.

And with that, I'm going to turn it over to Rex. And, Rex, I was told that, unlike our other venues, holding the microphone appropriately is really critical here so that things can be picked up and recorded at the back.

And then I'll be back later to take us through the comment period.

MR. GEPHART: Thank you, Jody. Does that sound good? Nice venue by the way. Really. I hope everybody can see this screen. It's a great screen, the best we've seen so far on the scoping meetings. I'll go up and stand up here.

Can everybody hear me through this? Okay. Let me -- yeah. I know. Okay. Great. Thank you.

Okay. Some of you have probably seen this before,

because the last time we were here was in November, but we have changed a few things, and we're kind of excited about some of these changes and wanted to talk to you about today and see what everybody's thoughts are about our proposed changes.

So just a little bit of background that we have presented before. We all know that Wilshire Boulevard is a key east/west corridor in Los Angeles County. One of the most important transit corridors in Los Angeles County, 93,000 weekday boardings, which is the largest of any bus route in the United States, about two-thirds of those boardings are in the project area, essentially between here and the city of Santa Monica.

Average bus speeds have declined steadily over the past 20 years, not only for Wilshire Boulevard, but for the entire Metro system and municipal operatives as well. A little bit each year, speeds have been declining.

18 The project area of the -- and we call this the
19 "Wilshire BRT Project" -- the project area includes most of
20 Wilshire Boulevard from just west of downtown Los Angeles to
21 the city of Santa Monica -- that's from Valencia, actually,
22 to the city of Santa Monica. It excludes the city of
23 Beverly Hills, and we've just begun work on an Environmental
24 Impact Report/Environmental Assessment. We'll talk about
25 that in a second.

1 The participating agencies are the City of
2 Los Angeles, and, most importantly because most of this
3 route is in the city of Los Angeles, the County of
4 Los Angeles, they own Wilshire Boulevard -- I don't know if
5 "own" is the right word, but they're responsible for
6 Wilshire Boulevard out by the 405 Freeway, and then Metro.
7 We're basically funding most of -- our biggest part is on
8 the funding side of this.

9 Construction will be the City of Los Angeles and
10 Los Angeles County, and then funding, about 75 percent of
11 the project is funded by the federal government, about
12 15 percent by Metro, and about 10 percent by the City of
13 Los Angeles.
14 In June of last year, the three agencies began
15 studying the feasibility of a Wilshire Bus Rapid Transit
16 Project, and we're talking peak period curbside lanes only,
17 and we began an initial study/environmental assessment, and
18 this is what we brought to everybody in November of last
19 year.
20 We had four community meetings along the corridor
21 and presented the results at that time of the initial
22 study -- not the results, but the process of the initial
23 study/environmental assessment.
24 Then in May of 2009, this year, we decided to
25 elevate the environmental process to an Environmental Impact

1 Report/Environmental Assessment, and the reason was because
2 we had listened -- we wanted to listen -- or we did listen
3 to the public comments that, prior to November, which
4 suggested that we should look at a few other intersections,
5 we should consider a few more intersections in our
6 Environmental Assessment, and it might be a good idea if we
7 looked at some other alternatives or some alternatives to
8 the project, and that's exactly what we did.
9 We did a little bit of the technical analyses, a
10 little bit more technical analyses on the traffic situation,
11 and that's what we're going to present in upcoming meetings.
12 So in July 2009, we talked to the federal
13 government about whether they thought that the Environmental
14 Assessment piece of this should be raised to an
15 Environmental Impact Statement, and they -- just to clarify
16 here, the Environmental Impact Report is on the state side.
17 The Environmental Assessment is on the federal side, and the
18 federal government was quite happy with us leading this
19 environmental report as an Environmental Assessment.
20 So, the proposed project. Bus lanes would operate
21 only during the weekdays, which is 7:00 to 9:00 a.m., 4:00
22 to 7:00 p.m. in both directions and in the curb lanes only.

23 And besides the curb lanes, we would be, as part of
24 this project, repaving, reconstructing quite a bit of
25 Wilshire Boulevard, widening Wilshire Boulevard in several

1 smaller areas, improve the signal timing for the traffic and
2 the buses, that means that everybody moving along the
3 corridor, buses and cars, would go a little bit quicker,
4 little bit more green time at the signals is what that
5 means, and improve the bus signal priority, which is
6 provided to those red buses, the Metro Rapid Buses out there
7 today to allow them to go a little bit faster, actually,
8 it's not faster, just allow them to not have as much delay
9 than they are having today.
10 And the environmental process and EIR/EA, again, to
11 examine the feasibility of a BRT project on
12 Wilshire Boulevard, we're going to be looking at all the
13 things that are always looked at in environmental reports,

environmental, social, economic issues, and what we will be doing will satisfy both the State and the federal government in terms of an environmental report.

The EIR/EA will evaluate a lot of things, including traffic and parking, probably traffic is one of the more important issues we want to look at, air quality, noise, culture resources, community impacts, park lamps, everything you normally study in an environmental report.

And then the last, you can barely see it at the very bottom, that's the EIR/EA will also evaluate project alternatives, and that's -- we'll talk about several of them tonight.

The proposed project starting -- let's see if I can get this clear. Okay. On the far left side you see this little dot moving around, that's the city of Santa Monica over here and that's Centinela. This is Wilshire Boulevard

5 all along the corridor, twelve-and-a-half miles to Valencia,
6 we are right about here today -- tonight, rather.
7 And at the far western end, from Centinela to
8 Barrington, about .8 miles, we will be merely converting
9 existing bus lanes -- excuse me. Existing traffic lanes to
10 peak period bus lanes, and I'm just going to walk you
11 through the different elements of this project.
12 Then from Barrington to Federal, just .1 miles,
13 it's about a two-block section, we're going to widen
14 Wilshire Boulevard by removing five feet of sidewalk on both
15 sides and adding an eastbound peak period bus lane.
16 Then just east of that, from Federal to Sepulveda,
17 this is in the County of Los Angeles, remove some sidewalk,
18 about five feet of sidewalk, add an eastbound peak period
19 bus lane, and then improve the left-turn pocket.
20 If you're going eastbound on Wilshire Boulevard and
21 you want to turn on Sepulveda to go north, there's a very
22 short left turn pocket there, about 150 feet. And,
23 unfortunately, a lot of cars do turn left there and they
24 back out into the through lanes of Wilshire Boulevard. So
25 we're going to extend -- which means stopping through

traffic along Wilshire Boulevard, so we're going to extend that left turn lane from about 150 feet to about 700 feet, so it will allow all the left turning cars to get in this little pocket, left turn pocket, and allow all the through traffic to go through as it was intended to do.

Then just east of that, from Sepulveda to Malcolm, about .8 miles, convert the existing curb lanes to peak period bus lanes. What that means, by the way, is, for the most part, just re-striping the curb lanes.

From Malcolm to Comstock, about one mile, there are jut-outs in this area, and you've probably seen them if you've driven along or ridden in a bus along this area. The sidewalk -- or the green areas and the trees, some of them kind of stick out into Wilshire Boulevard.

It's been cut back in some areas, not cut back in all areas, what we are thinking of doing is cutting back, removing those remaining jut-outs in this one mile section on both sides of Wilshire Boulevard and adding peak period

19 bus lanes on both sides of Wilshire Boulevard.

20 Then from Comstock to Beverly Hills, convert the

21 existing curb lanes to peak period bus lanes. Beverly Hills

22 is -- 2.6 miles, is not included in this project at this

23 time. They -- that doesn't mean they don't support it, but

24 they're waiting to see how the bus lane works in the City of

25 Los Angeles, and they're certainly willing to talk to us as

1 soon as they see how it operates in the City of Los Angeles.

2 Just east of Beverly Hills to Fairfax, convert the

3 existing bus lanes to peak period bus lanes, and then for

4 three miles, from Fairfax to Western, reconstruct the curb

5 lanes. This is where we actually reconstruct

6 Wilshire Boulevard because it's in such awful shape in this

7 area, or the curb lanes. The buses -- nobody likes to ride

8 in the buses or in their cars in this section because the

9 curb lanes are so rough.

10 So reconstruct the curb lanes and convert them to
11 peak period bus lanes, and then the last two-and-a-half
12 miles, convert the existing curb lanes into peak period bus
13 lanes.
14 So that means -- and, therefore, the Westside area,
15 from downtown Los Angeles to Santa Monica, we're going to be
16 looking at 17 intersections in terms of traffic impacts,
17 what happens if we put this bus lane in as I just described?
18 What happens to traffic on the Westside?
19 We're going to look at 17 intersections along
20 Wilshire Boulevard, see what happens to the traffic.
21 Does -- are some intersections more crowded than without the
22 bus lane? Less crowded? Do people go to other corridors?
23 In fact, might they go to 57 other intersections that we're
24 evaluating on corridors parallel to Wilshire Boulevard, from
25 Pico to the south all the way to Sunset, I think it is, on

the north? And then on the west, it's the City of Santa Monica, and on the east it's downtown Los Angeles.

And for all 74 intersections, that's the 17 plus the 57, collect a lot of information and evaluate what might happen if we put the bus lane in as proposed.

Oops. Go backwards. The -- this is the area I was talking about. This is -- we're out here. On the far left side of the screen is Centinela. These little dots are the 74 intersections we're going to be evaluating as part of our traffic impact analysis in this study.

Project alternatives, which we did not present the last time we were here because the initial study and Environmental Assessment doesn't require that. It doesn't require you to look at all options to the proposed project. An EIR, though, does, and that's what we're doing now is an EIR.

The first thing you have to look at is the "No Project Alternative," not building the project. What happens in the near future and future if we don't build this project?

Second alternative is the exact same proposed project that I just mentioned except the first little line up there I guess you call it, or sub-bullet, eliminate the

24 bus lane from South Park View to Valencia, that's the very
25 last .7 miles of the project. There are some restrictions

1 in terms of the width of Wilshire in that last .7 miles, and
2 we're thinking of not putting the bus lane in this area,
3 because it may have some potentially significant traffic
4 impacts. So as an option, we may not put the bus lane in
5 the last .7 miles.
6 The second line, eliminate the bus lane from
7 Sepulveda to mid-block Veteran and Gayley. That's right out
8 by the 405 Freeway at U.C.L.A. This is where that little
9 .3 miles is where people -- if you're going westbound toward
10 the 405 Freeway, if you're in the curb lane, you're
11 practically trying to get on the freeway going north, almost
12 all the cars are.
13 And if you're getting off the 405 Freeway going
14 east, all the cars are in the curb lane as they exit off the

15 freeway. We're thinking of leaving those areas alone, those
16 curb lanes alone, and not putting bus lanes in there because
17 they are so crowded with cars going on and off the
18 405 Freeway.
19 And then the third sub-bullet, between Malcolm and
20 Comstock, not remove the jut-outs in this area, leave the
21 jut-outs as they are today, and the federal government has
22 allowed us to -- and if we leave this -- excuse me. Let me
23 back up here.
24 If we leave those jut-outs as they are today, we
25 would put the bus lane in the existing curb lane where the

1 buses and traffic travel today. We would not add a bus lane
2 there, we would be taking a traffic lane and converting it
3 to a bus lane. That allows us to do a couple of things.
4 One, if we remove those jut-outs, we would also be
5 removing a lot of parking. Also, if we don't remove those

jut-outs, we can use that money some place else.

The federal government has allowed us to use this money someplace else, and what we're proposing to do is use it along -- actually, the last bullet, extend the Wilshire Boulevard reconstruction, as I was talking about earlier, between Fairfax and Western, that 2.8 miles.

We would extend that reconstruction all the way from the edge of Beverly Hills east to the end of the line, about 5.1 miles, reconstructing a lot of Wilshire Boulevard on both sides for both the buses and the automobiles. We think this is a good idea, and this is why it's in the proposed alternative.

The proposed alternative, just to put it in graphic form, on the very left side over here, that's that .3 miles that I was talking, the 405 Freeway, where we will not have bus lanes there.

On the very right side of your screen, the .7 miles where we would not have bus lanes here, and then in this section, we would not remove the jut-outs, leave them as they are today, and put the money from here that we would

have used to take the jut-outs out into reconstructing Wilshire Boulevard here and here. So we would be reconstructing Wilshire Boulevard all the way from the city of Beverly Hills to the end of the line.

Other proposed -- other alternatives that we considered but have rejected, and we rejected them because of the last bullet in each one of them where it says, "Not eligible for federal funding." "Not eligible for federal funding."

We had thought about taking the proposed project and just not doing the last .7 miles at the end of the line and the .3 out at the -- at the 405 Freeway, but if we do that and we remove the jut-outs, it exceeds a federal funding threshold, so we can not do that because the federal government won't give us any money if we exceed this threshold.

And then the second one, mini bus lanes. We had thought of putting little bus lanes in a block here, three blocks here, half a mile here, with other improvements along

20 Wilshire Boulevard. The total length of all of those little
21 mini bus lanes added up to about 2.5 miles, and the federal
22 government said, "Forget it. You're not going to do that.
23 We want a continuous bus lane," and that was deemed not
24 eligible for federal funding as well.
25 Project goals. Probably some pretty obvious ones

1 here. First one, improve bus passenger travel times, that's
2 the objective of this project and certainly goal)sic), and
3 that relates, I think very specifically -- whoops. My
4 apologies -- to the 5th bullet, this one right here.
5 If we improved bus passenger travel times
6 significantly enough to where people really realize a
7 difference, like they have on the Metro Rapid Program, we
8 would hope that it would encourage a shift from the
9 automobile use to public transit. Getting people out of
10 their cars onto buses is an absolute goal of this project.

Going back to the second one, improved bus service reliability, meaning that with bus lanes we can get you, if you're on the buses, from A to B more consistently every day. If it's traffic or no traffic, it won't make much of a difference because our bus lanes will be open for just the buses.

The third one, improve the traffic flow -- excuse me. Improve the traffic flow along Wilshire Boulevard. That was that signal timing that I mentioned earlier where we're trying to improve the signal timing along Wilshire so that the cars and the buses all move a little bit quicker, reconstruct the curb lanes as I mentioned earlier.

In fact, the alternative, actually reconstructing about 5.1 miles of the curb lanes, improve the air quality and minimize the impact to existing parking.

Project funding I mentioned earlier, federal

government about 74 percent, City of L.A. 10 percent, Metro 16 percent, and the total project cost is about $31.5 million.

Schedule today, we are here in this top left-hand blue corner, October 2009. This is one of the four, in fact, the last community meeting we're having right now, scoping meeting we're having right now.

As soon as we finish these scoping meetings and hear everybody's comments, which I'm hoping that everybody sends in comments or speaks today, and we'll be recording everybody's comments. We want to enter those comments and consider those comments, come up with any other alternatives that we need to be looking at, incorporate your comments in the draft technical studies and -- excuse me.

Create draft technical studies based on a lot of your comments that we hear today, and then produce a draft EIR/EA for public review some time in January. Come back to the community in February, talk to you about the draft EIR that we produced.

If -- if we get acceptance on this draft EIR, the next step will be taking it to the federal government, that's seek FTA approval. Seek FTA next April, that's April of next year, go to the MTA board in May, go to the city of

25 Los Angeles and county supervisors in June. And the bottom

1 right-hand corner, begin construction of the project,
2 potentially, by July of next year.
3 And, Jody, thank you.
4 MS. LITVAK: All right. So -- oh, we're done with all
5 these meetings. I don't need to spend time on this slide.
6 We had a lot of meetings. We had a good turn out, thank you
7 all for coming.
8 How to contact us, you can get on the Web site,
9 metro.net/wilshire. This presentation is up there. We just
10 got the fact sheet and the frequently asked questions posted
11 up there today, so feel free to go and look. You can also
12 get on there and you can click "Contact Us," and you can
13 just fill out the little on line form and tell us what you
14 want to say or ask or whatever.
15 You can phone -- it's a recording you'll get if you

16 phone (213) 922-2500, and you can leave a message and that's
17 picked up regularly.
18 You can mail to us, MTA, 1 Gateway Plaza, there's
19 the mail stop, Los Angeles, 90012, attention Martha Butler,
20 that's Martha right there. Thank you, Martha. She's the
21 project manager for this.
22 If you can't remember Martha's name and you can't
23 remember the mail stop, if you just send it to
24 1 Gateway Plaza, L.A., 90012 and write "Wilshire Bus Lane"
25 or "Wilshire BRT" or whatever, it will get to us. You can

1 send us an e-mail at wilshirebrt@metro.net. I check that
2 several times a day, weekdays when I'm in the office.
3 We will take your comments throughout the study,
4 but if you have specific things you want us to look at in
5 the EIR/EA, we do need to hear from you by October 23rd so
6 that we can actually get on with doing the work.

7 We'll put this back up at the end.

8 Okay. How are we doing the countdown, Ginny? Oh,

9 there we go. There's going to be a countdown. Okay. Wow.

10 Okay.

11 So this is how the comments are going to work. I'm

12 going to go -- let's see. I'm going to put this over there

13 and then I'm going to go back up here. I'm going to look at

14 my team, because I'm not going to be down on the floor with

15 people.

16 Can I have somebody close by to adjust -- help with

17 microphone stuff? Okay.

18 We're going to call people up two at a time. The

19 person who's going to speak and the next person after so

20 that you can get ready. For people's safety, there's some

21 stuff in the aisle there. If we can keep the aisle clear,

22 that would be great.

23 As I mentioned, you're going to get two minutes to

24 speak. If you need translation, we'll double that. If any

25 of you have difficulty coming up to the microphone, let us

1 know and we will bring it to you.

2 And that will count down and everybody gets two

3 minutes or four.

4 Now, I'm going to put this on the stand and we'll

5 have somebody to help adjust this, but I'm told, and this is

6 really important, especially for you who were at some of our

7 other locations. At this location it is especially

8 important because of the way the recording works here.

9 We have a court reporter taking the information and

10 we're also recording, but if you make a comment and it's not

11 right into the microphone, the recording won't pick it up.

12 So I need you to hold the microphone really close to your

13 mouth, not down at your chin, not vertical. You need to

14 hold it at an angle. Okay? Get close. It won't hurt you.

15 And then when you start talking, really stay close

16 to the microphone. If you're -- if you move around a lot

17 and just if the microphone is here and you start going like

18 this, do you hear what happens? Okay. So you're not going

19 to do that.

20 All right. So I'm going to turn this over, and I'm

21 going to go up there and I'm going to call -- okay. I am
22 also going to remind you, if --
23 How many cards do I have so far? I have 15. This
24 is great.
25 When you come up to speak, I'm going to ask you to

1 start by stating your name and then we'll start the
2 countdown. I'm going to ask again, if you wish to speak
3 tonight and you haven't yet turned in a card, just wave it
4 about, or if you don't have one, raise your hand and someone
5 will bring one to you, and I'll ask you that a few more
6 times before we're done.
7 Our first speaker is Joshua Clayton (phonetic)
8 followed by Christopher Guildemeister (phonetic). If I
9 mispronounce your name, I'm really --
10 Fine. You can change your mind and come back.
11 So after Joshua will be Yung Ho Kim (phonetic). So

if Mr. Clayton can come on up to the microphone right now and is Yung Ho Kim here?

Okay. You can get yourself ready to come on up afterwards.

You'll have the next two minutes. When you're ready to go -- you can hold it. Hold it closer. Just state your name and we'll count down the two minutes and you can see it counting behind you. Go ahead.

MR. CLAYTON: Good evening. My name is Joshua Clayton. The (unintelligible) bus only lanes would be a more (unintelligible) practical and genuinely more immediately benefitting in the long- and short-term (unintelligible), in that order, the more subways and trains.

People and taxpayers in the state of California

naturally do not have money for (unintelligible) both budgets and the 9.6-mile full bus lane should be added.

3 Thank you very much.

4 UNIDENTIFIED SPEAKER: Excuse me. Sorry to interrupt.

5 Can you start over?

6 MS. LITVAK: -- but I think Ginny's -- Ginny's working

7 on it. I'll try and watch the time if we don't get

8 (unintelligible). We just want to give everybody an equal

9 amount of time to speak.

10 Okay. Yung Ho Kim and after Yung Ho Kim is

11 Marvin Avalar (phonetic).

12 MR. KIM: I have to apologize to upcoming speakers,

13 because I have been sick for about a month, so I'm hoping to

14 protect you from any germs.

15 MS. LITVAK: That's so considerate of you. We really

16 appreciate that. Okay. So your name is --

17 MR. KIM: It's not H1N1, that's for sure.

18 Hi, my name is Yung Ho Kim, and I'm the

19 participation coordinator of the Korean Resource Center

20 Nonprofit Organization located in Koreatown. The Korean

21 Center provides thousands of service units to senior

22 low-income Korean-American residents every year, such as

23 Medi-Cal, Medicare, foreclosures, and others.

24 Low-income Korean members cannot afford the car and

25 choose to use the public transportation system, and the bus

1 system currently provides the widest coverage in
2 Los Angeles. A lot of them serve within Koreatown, a lot of
3 the major streets, Wilshire, A Street, Olympic between
4 Vermont and Western, and all of them leaving downtown so
5 they move between downtown and Koreatown.
6 In the Korean-American culture, respecting our
7 elders is very important. We call this (unintelligible),
8 and it's a very deeply held value in our community.
9 So for the stops, (unintelligible), the least we
10 can do to support our senior parents is the preference for
11 the bus as a distinguished rider and not the cars that the
12 adults or young people ride.
13 So I would like to ask that the bus only lane and
14 the BRT system be expanded throughout Wilshire Boulevard and
15 eventually we hope that throughout the rest of
16 Los Angeles County. Thank you.

17 MS. LITVAK: Thank you very much.

18 Marvin Avalar. After Marvin Avalar, Cesar Chavez

19 (phonetic). Okay. Okay. Okay. I'm sure that you've heard

20 the joke before.

21 All right. Mr. Avalar. State your name.

22 MR. AVALAR: Good evening to all of you. My name is

23 Marvin Avalar, I'm a member of the Bus Riders Union, and a

24 transit dependent student.

25 For over a year I was unemployed. While looking

1 for a job, I got a really great opportunity to get hired in

2 a store in Westwood. I had to be at that job interview at

3 3:00 p.m.; however, when I went to the interview and enough

4 time together (sic), I was stuck on the 720 for more than an

5 hour due to the terrible traffic.

6 To make a long story short, by the time I got

7 there, the place was already closed and I didn't get the job

and thousands of bus riders have been through similar experiences like I did.

The majority of people who do not get jobs because -- because of bad transportation are low income people of color. Every day I pass by Wilshire and Vermont, I always see the sign saying next bus is late.

And by having a bus only lane on Wilshire Boulevard from Valencia to Centinela, people will be able to get to their destinations on time -- to their destinations on time.

There will also be an increase of bus riders, because the system will be better and therefore people will not use their cars because pollution contributes to the greenhouse gas emissions here in L.A., and this project will surely be a big asset to bus riders and they will draw a positive image to the public transportation system.

MS. LITVAK: Thank you very much.

Okay. By the way, that reminds me of one thing.

Mr. Chavez, are you here?

MR. CHAVEZ: Yes.

MS. LITVAK: Okay. Great. While you come up to the microphone, I did want to say, if you have any questions to ask, please ask them. Very lightly, the answer is going to be, "Thank you so much for your question," and you're going to have to wait for the draft study to come out early in 2010 for the answer, but get those questions on the record, that's what the study is there to do.

Okay. Are you translating?

THE INTERPRETER: Yes.

MS. LITVAK: Okay. So we'll need four minutes, and then after Mr. Chavez is Erin Steyva (phonetic).

Go right ahead.

MR. CHAVEZ: Good evening. My name is Cesar Chavez. I am a resident of Pico-Union as well as a student that depends on public transit and a member of the Bus Riders Union.

I'm one of the many people that take the bus in the morning, Wilshire bus in the morning, to go to work and to go to school. Usually it takes me about an hour or so to get to Santa Monica because the buses are stuck in traffic

22 with the cars.

23 In the past, I have actually got to school late

24 (sic) and lost the opportunity to take a test. It's not

25 right that I'm paying for my education that sometimes I'm

1 not receiving. I'm not the only one in my community that

2 suffers from the lack of the bus only lane for faster buses.

3 I live in a community, a low-income community,

4 mostly people of color. Many of the children in my

5 community suffer from asthma, allergies, and other air

6 pollution related diseases. I believe it's the

7 responsibility of the government to clean up the air and

8 motivate people to get on the bus that runs on compressed

9 nitro gas.

10 In this serious time of environmental crisis, it's

11 necessary for the MTA to be able to implement this bus only

12 lane that will lead to less pollution emitted by the auto

and it will also reduce the time of bus riders travelling on the corridor as well as the congestion that's happening on the corridor and also increase the amount of people riding the buses.

At this moment I don't drive a car because I am a defender of the environmental injustice. I don't want to be another driver with my car contributing to 30 percent of greenhouse gas emissions that L.A. cars already put in.

The problem is no longer local, but the growth and cars in Los Angeles is causing global destruction and it's our responsibility to stop it. So I ask you to please adopt the BRU's plan as well as adopt the bus only lane in Wilshire Boulevard from Valencia to Centinela. Thank you.

MS. LITVAK: Thank you very much.

Okay. Erin Steyva is coming up.

Oh, thank you so much. Someone gave me a

4 pronunciation guide.

5 Followed by Teh Sun Jon (phonetic). I hope -- oh.

6 Okay. Hold that up close to your mouth and go

7 right ahead, Ms. Steyva.

8 MS. STEYVA: Hi, my name is Erin Steyva, Transportation

9 Advocate for California. So the California Public Interest

10 Research Group is a statewide nonpartisan, nonprofit public

11 interest advocacy organization, and I am here today to

12 advocate for full and timely implementation of the Wilshire

13 Bus Only Lane Project. CALPIRG supports the full 9.6 miles

14 that includes both the eastern and western portions.

15 So we know that Los Angeles needs this project.

16 The city is, of course, part of the most congested region in

17 our country and more people are moving here every year. The

18 region will add an additional six million people by 2030.

19 First, Wilshire Boulevard is one of the backbones

20 of Los Angeles spanning major residential and commercial

21 neighborhoods. As the population grows, we will need more

22 and more alternatives for commuters and this will become

23 increasingly essential.

24 This project could provide immediate relief and

25 fast, convenient travel.

The top question before us should be, how could we best serve the region as a whole? The project must serve all residential and commercial users including students. We need full implementation. We want to make sure that it will provide a fast, convenient service for everyone and avoid further delays of the project, and we need to address this now.

We can only make the stated project goals put up there earlier with full implementation of this project. In order for the region to maintain its economic vibrancy and attractiveness, we must address the question of mobility.

While congestion will not resolve itself, we know the Wilshire Bus Rapid Transit Project is an important part of the solution.

MS. LITVAK: Thank you very much.

Okay. Teh Sun Jon, followed by John Bell, and she's going to need four minutes? Yes? Right?

18 UNIDENTIFIED SPEAKER: Yes.

19 MS. LITVAK: Okay. Hang on.

20 Are we ready, Ginny up there? Yes? Cool. Okay.

21 As soon as she starts. Go right ahead. Hold the microphone

22 really close.

23 MS. JON: Good evening. My name is Teh Sun Jon. I'm a

24 Bus Riders Union member and also a long-term resident of

25 Pico-Union. I support the implementation of the Wilshire

1 Bus Only Lane from downtown to West Los Angeles, the full

2 9.6 miles. I hope this project can be implemented as soon

3 as possible.

4 So my daughter lives on Wilshire and many of the

5 hospital and clinics that I have to go to is on

6 Wilshire Boulevard, that's why during rush hour I -- I do

7 use the Wilshire bus service.

8 And especially when my daughter needs to get to

work and I need to take care of stuff, help her out in the morning or when I have an appointment on Wilshire Boulevard in one of the clinics, I have to leave extra early because, you know, during rush hour it's very, very congested.

And I -- I've been in several situations where I was late to my appointment because of traffic and the buses came late or it took too long. A fast, frequent bus service would benefit me but also many of the commuters (sic), people who use the bus system during rush hour.

And many -- I believe that more L.A. residents should be encouraged to take public transit. My grandchildren are at the age of driving, but for their sake and for L.A.'s environment's sake, I am trying to encourage them and the next generations to use public transit, and in order for that to happen, bus service has to be better.

If the bus service -- bus only lanes would definitely improve service on Wilshire Boulevard to provide

more efficient service. Once again, I ask you to implement the bus only lanes. Thank you.

MS. LITVAK: Thank you very much.

Okay. John Bell is coming up, and after John will be Joe Linton (phonetic).

MR. BELL: Good evening. My name is John Bell, BRU.

Bus only lanes will get you where you need to go, plain and simple. We want the upcoming EIR report to include all 9.6 miles. Connections are very spotty now. Rapid needs to be the fastest mode. Why should the Rapid be stuck in traffic?

It's a problem for all of us to miss a connection or a destination on time. It might mean losing a job, as someone has already mentioned, or an interview for some because of lateness.

Bus only lanes are environmental friendly. They'll be an incentive for most to leave the cars parked at home. In fact, in Japan, they are developing energy sales where you can leave your car parked at home and when you come home you can use some of that electricity to run your house.

Bus only lanes will lessen our travel time to and from and let us in Los Angeles and surrounding cities

23 breathe cleaner air. Remember, our children breathe more
24 polluted air than we do. Bus only lanes help lessen
25 transportation injustices without spending billions of our

1 tax dollars with more uncontrollable costs for light rail.
2 We need a world class system. I was in Germany in
3 the 1970's, there were extension buses and there were
4 electric buses, and the trains were all on time. We need a
5 world class system. Thank you.
6 MS. LITVAK: Thank you very much.
7 Okay. Joe Linton.
8 And then after Mr. Linton, I have another card that
9 says Yung Ho Kim. Is there a second one or is this a
10 duplicate?
11 UNIDENTIFIED SPEAKER: Oh, it's a duplicate.
12 MS. LITVAK: Okay. Thank you. We'll set that aside.
13 After Mr. Linton then will be Francesca Portia

14 (phonetic).

15 MR. LINTON: Hi, my name is Joe Linton. I'm here on

16 behalf of the Green L.A. Transportation Work Group. We're a

17 coalition of environmental/environmental injustice

18 organizations in the city of Los Angeles.

19 And I'm happy to say that we don't agree on

20 everything. We have people who think bus is the way to go.

21 We have people who think rail is the way to go. We have

22 bicyclists, we have pedestrians, and others, and we all

23 agree on the Wilshire bus only lanes, and we're excited to

24 see this project move forward as -- as quickly as possible

25 for -- as grave and (unintelligible) as possible.

1 We think this is an important issue both for the

2 environment, for getting folks out of their cars, reducing

3 greenhouse gases, and also for equity of really providing

4 viable transportation for people in our society that need it

most.

As a bicyclist I can say that I do use the -- the Wilshire bus frequently, and I would just encourage the -- the -- the DOT and Metro to make sure that -- that this -- to see this as a complete street project, that it needs to serve all users.

Clearly we know that there's a lot of consideration given to bus riders and to drivers, but I just want to make sure that bicyclists and pedestrians are on your radar and that things like ensuring that, you know, the bus only lanes downtown say bikes okay. Just make sure that there's a way that bikes know where they can go (unintelligible).

And thank you very much and hurry up, get these in so we can use them.

MS. LITVAK: Okay. Thank you. I said I was going to comment, but, I don't know. Rex, did you mention that bikes are allowed in the bus lanes?

MR. GEPHART: I didn't mention that.

MS. LITVAK: Bikes are allowed in the bus lane pursuant to L.A. city code; right, Tom?

UNIDENTIFIED SPEAKER: Yes.

16 here do live in that area and we would like to also get the

17 benefits of that and try to figure out how it could be

18 implemented.

19 Thirdly, we'd like to encourage the implementation
20 of this project without having to remove the jut-outs from
21 Comstock area because of the important green space that it
22 provides for the community along the area.
23 Thank you.
24 MS. LITVAK: Thank you very much.
25 Rosario Mendiola.

1 Are you translating for him? Okay. So then we'll
2 need four.
3 And then followed by Paz Jane (phonetic)? I hope
4 I'm close. Okay.
5 MR. MENDIOLA: Good afternoon. My name is
6 Rosario Mendiola, I'm a member of the BRU. I'm happy to
7 come here and see that finally this project is going to be
8 implemented. I have been struggling with the BRU for the
9 last four years as far as the struggle for the project to be

10 a reality.

11 I've been a bus rider for a couple of decades, and

12 I'm happy to see history being made in Los Angeles.

13 Although in celebration mode, I am concerned that there is a

14 proposal to exclude some areas of the project on the

15 boulevard.

16 We can't fully begin this amazing project

17 without -- with these exclusions, so we suggest that -- or I

18 suggest that you please see the way which we can include the

19 areas that are proposed to be excluded, and we'd like to see

20 the 9.6 miles originally proposed for the project.

21 Thank you.

22 MS. LITVAK: Thank you very much.

23 Paz -- oh, someone's going to have to say her last

24 name for me. I'm so sorry.

25 UNIDENTIFIED SPEAKER: She pronounced it "Hein."

1 MS. LITVAK: Hein. Thank you so much. My apologies.
2 Are you also translating for this one? Okay. We'll need
3 four minutes.
4 And then after Ms. Hein is Rosa Miranda. Okay.
5 MS. HEIN: Good evening. My name is Maria Paz Hein.
6 I'm a member of the Bus Riders Union, and I come here to
7 show my support for the bus only lanes on
8 Wilshire Boulevard. This project will be a great
9 improvement for the bus riders on Wilshire like ourselves.
10 I'm here in support of the 9.6-mile implementation
11 that was originally proposed. I am in disagreement
12 excluding the 405 Freeway portion as well as the Park View
13 to Valencia area.
14 We want to reduce the greatest number of
15 automobiles to reduce air pollution, and so we don't want to
16 start off by cutting a little here and cutting a little
17 there -- excluding a little here and excluding a little
18 there, because it's a bad way to start a project. So we ask
19 you, please consider adopting the full 9.6 miles.
20 Thank you.
21 MS. LITVAK: Thank you very much.
22 Rosa Miranda. After that, I have Natasha Harold
23 (phonetic). After Natasha Harold --

24 If you can just give a moment, Mr. Guildemeister?

25 Okay. Then you'll be next after that.

1 Okay. Go right ahead. Is this another two minutes

2 or four?

3 THE INTERPRETER: Four. I'm translating.

4 MS. LITVAK: I understand. That's okay. I just want to

5 get it right. Go right ahead.

6 MS. MIRANDA: Good evening. My name is Rosa Miranda. I

7 am the mother of three children and a member of the Bus

8 Riders Union.

9 As a passenger, I'm very happy that this project is

10 happening for the buses on Wilshire and it's going to really

11 improve the quality of life for many passengers as well as

12 their travel time.

13 This street, I use this bus I use all the time

14 (sic), from Witmer to Western, and it's a short travelling.

15 At the same time, it still makes me late sometimes, and the
16 family and I take the rapid bus, and, yeah, we are late some
17 times where we're supposed to go and even the big problem is
18 traffic.
19 Beyond being a passenger or a bus rider, I'm also
20 an environmentalist and I think that the main culprit of so
21 much pollution is automobile and all the toxins that are
22 caused by the automobile and all the sickness and the
23 illness, such as asthma and respiratory diseases and cancer.
24 My son himself has asthma, and he is very affected
25 by pollution, and sometimes he's kept in his classroom so

1 not to expose him to air pollution and it makes him feel
2 like a prisoner at times.
3 So I have two requests for this EIR. One is
4 that -- and the political process. One is that we maintain
5 the 9.6 miles of -- the alternative 9.6 miles of the

6 proposal.

7 And second is that we would like to see in the

8 study a very detailed explanation of how much of ozone is

9 going to be reduced, particulate matter, carbon monoxide,

10 et cetera, by how many miles of car (sic) will actually be

11 reduced by getting people out of their cars.

12 And lastly, the BRU and myself want to thank

13 Congresswoman Lucille Allard for her leadership in this

14 project. Thank you.

15 MS. LITVAK: Thank you very much.

16 Okay. Natasha Harold, and then

17 Christopher Guildemeister will come up after that.

18 Mr. Guildemeister's card is the last one I have, but does

19 anybody else want to speak tonight?

20 Either raise your hand and we'll bring you one, or

21 if you have a card, wave it around, we'll come and get it

22 from you. Okay. I'll ask you again.

23 Go right ahead.

24 MS. HAROLD: Good afternoon (sic). My name is

25 Natasha Harold. I'm a single mother of four boys, I'm a

1 member of the Bus Riders Union, and I support this bus only
2 lane for the simple reason that I have asthma, so does my
3 17-year old son.
4 I also have a 10-year old that has allergies due to
5 the -- to the environment. Every time the wind changes, we
6 have to take allergy medication, and taking pills to get
7 through a day is not a life for a child. He's trying out
8 for football, but he's going to have problems because of the
9 global warming and just the pollution in the air.
10 The bus only lane will reduce the automobile, force
11 people out of their cars and onto the buses where it will
12 clean up the environment so people like myself and my
13 children can have clean air, affordable transportation, and
14 reliable (sic).
15 It is really important to have reliable
16 transportation, because I am also transit dependent, and
17 being transit dependent is really hard when you have to --
18 especially on the Wilshire Line. I've been there, and I
19 have a disabled child that after so many stops, he wants to

20 get off, but you can't get off and the bus is sitting in
21 traffic.
22 I don't know how many times I've been sitting in
23 traffic with a child that could not handle the crowds, could
24 not handle being still. The drivers are irritated because
25 my child was in the back of the bus crying because he

1 doesn't understand why the bus is sitting there for 20,
2 30 minutes when cars are inching along and we're in a bus.
3 So I'm really for it, and I hope that you guys
4 really keep the 9.6, don't take nothing out, because when
5 you start taking things out you guys will eventually
6 eliminate the whole bus only lane, and that will be a waste
7 of our time and our fight.
8 Thank you.
9 MS. LITVAK: Thank you very much.
10 All right. Mr. Guildemeister. I hope I'm saying

it correctly or close enough. You'll say it for us.

Is there anyone else who's going to wish to speak after this? Okay. Let us know.

Ginny, you know what I want up on the screen when we're done. Right? Yes. Cool.

All right. Go ahead.

MR. GUILDEMEISTER: Both correctly and close enough. Thank you.

Good evening. My name is Christopher Guildemeister. I would like to thank folks from Metro for the clarity of their presentation and for welcoming public comment.

I've only lived in L.A. for about a year-and-a-half, but I don't own a car, so I'm heavily dependent on the bus and rail system here, and I've found it

to be useful and very helpful, but I do think that the

2 proposed changes are excellent ones.

3 I really just had a comment or a question. Would

4 it be possible to include the Beverly Hills section of

5 Wilshire in the Environmental Impact and traffic study?

6 I ask that simply because while I understand that

7 since it's a separate town, they may not be ready to sign on

8 for actually doing anything in the project yet, but if

9 they're included in the study at this point, that will

10 eliminate what might be a considerable time lag if this does

11 go forward, and it would avoid kind of a ridiculous

12 situation of having either end of Wilshire already converted

13 and ready and not being ready and then there be a delay

14 possibly of two or three years while they did their own

15 studies.

16 And if they could be included in the study at this

17 point, at least that part would be eliminated and they'd be

18 sort of ready to go when the rest of the project is coming

19 completed. Thank you.

20 MS. LITVAK: Thank you very much. The short answer to

21 your question is no, but we'll hang around afterwards and

22 talk with you about it in more detail.

23 Okay. Is there anyone else who wants to make

24 verbal comments tonight?

25 Not this one. Back up. No. I want -- there you

1 go. Perfect.

2 Okay. Anyone else who wants to make verbal

3 comments tonight? Okay. So I'll let you go in just a

4 minute. I want to remind --

5 Where did it go? Keep it up there.

6 I want to remind you, you can turn in written

7 comments in the back in the white box on the table on your

8 way out. You can get them to us through many different ways

9 that's up there. All of this information is on the Web.

10 (Hearing concluded)

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1 PUBLIC MEETING

2 LOS ANGELES COUNTY

3 METROPOLITAN TRANSPORTATION AUTHORITY

4 CHAIR, JODY LITVAK

5

6

7 In the Matter of the)
WILSHIRE BOULEVARD)
8 BUS RAPID TRANSIT PROJECT)
_____)
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15 TRANSCRIPT OF PROCEEDINGS

16 Los Angeles, California

17 Thursday October 8, 2009

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19

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22 Reported by:

23 RUBEN GARCIA
CSR No. 11305
24
Job No.:
25 B3002NCO

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15 TRANSCRIPT OF PROCEEDINGS, taken at

16 10822 Wilshire Boulevard, Los Angeles,

17 California, commencing at 6:30 p.m.

18 on Thursday, October 8, 2009, reported by

19 RUBEN GARCIA, CSR No. 11305, a Certified

20 Shorthand Reporter in and for the State of

21 California.

22

23

24

25

1 APPEARANCES:

2 STAFF:

Jody Litbak

Rex Gephard

Ginny Brideau

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1 Los Angeles, California, Thursday, October 8, 2009

2 6:30 p.m.

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5 MS. LITBAK: Good evening, everyone. Thank you,

6 and welcome. My name is Jody Litbak. I'm with Metro.

7 My colleague Rex Gephard, in the front row here, is also

with my agency, and he will be doing most of the presentation.

This is the scoping meeting for the Wilshire Boulevard bus route, the transit project. This is a joint effort by my agency, the City of Los Angeles.

I would like to welcome Ellen Isaac, back by the door, from Assemblyman Mike Feuer's office. We appreciate her being here. And Stephanie Molen from State Senator Fran Pavley's office is here. So thank you.

I had heard yesterday, and I don't know if it's true, that Councilman Koretz may show up, and if he does, we'll of course give him a chance to say a few words if he wants to. But we're going to move along and try to keep to our schedule.

Before I get into the presentation, many of you have been coming to these meetings, and you kind of know how we do things, or at least how I do it when I'm

running the meetings here, but just so everybody knows, if you are going to want to comment tonight, these forms, these little forms were all available and I think handed to many of you when you came in, and we're collecting them. Ginny is holding them up over there. And we'll take them in the order received.

If you filled one out and you didn't turn it in, just wave them and someone will come get it from you. If you don't have a form you and want one, go like this and someone will bring you one.

If you want to give us written comments, some of you brought prepared public comments, there's a box on the back table there. Alex, can you hold that up? You can drop them in.

If you didn't bring prepared written comments and you want to write them to us, you can do it on this form. Please write legibly because you want us to get your comments the way you meant them. Do the best you can.

And you can turn them in. In addition, there's an address on the bottom of this form. So if

22 you want to walk out of here and think about what you
23 want to say and send it in, or if you walk out of here
24 and you have a thought tonight or tomorrow or the next
25 day, the address is on here.

1 So with that we're going to get things started
2 and we'll take everybody's comments at the end, and
3 questions.
4 Let's get started. So the purpose of
5 tonight's meeting, we want to give an overview of the
6 proposed project. Tonight we'll discuss this new
7 environmental process that we're going through now with
8 the Environmental Impact Report/Environmental
9 Assessment.
10 We'll summarize the alternative projects, the
11 project alternatives that we're looking at. We'll give
12 you the new study schedule. There's actually a chart

13 all the way over there, which if you want to look at it
14 up close and personal.
15 But really, most importantly, this is the
16 scoping period. So this is your opportunity to tell us
17 what you want us to look at, what you want us to
18 evaluate, what you want us to consider as we're doing
19 this, and to ask the questions that you want the study
20 to answer.
21 So if you ask a question tonight, it is most
22 likely that what we're going to respond to you with is
23 "Thanks for the question," and we'll ask you to wait
24 until the study comes out, because that's really where
25 we'll answer it. Because we're still doing a lot of the

1 analyses. But get your comments on the record and
2 questions.
3 So with that, Mr. Gephard, come on up here.

4 We're just getting started. Councilman Paul Koretz has
5 just appeared.
6 MR. KORETZ: Thank you all for being here. It is
7 important that the transportation folks that are
8 planning this project get to hear from the community. I
9 know there are a lot of community concerns, and some of
10 you just need to know more about the project, so this is
11 a great opportunity.
12 I have some of my own concerns, and I will be
13 meeting with the folks that are managing this project in
14 the coming weeks to express those as well. And I'll be
15 looking at the document that comes out of this, and
16 hopefully it will help decision-makers for the City to
17 make an intelligent decision on whether to go forward
18 with this project.
19 So I thank you all for being here and look
20 forward to the presentation. Thank you. One other
21 thing. I should introduce Jay Greenstein, my
22 Transportation Deputy, and if you ever have any
23 questions on any transportation related matters, please
24 give him a call at my West L.A. office. Thanks a lot.
25 MS. LITBAK: Thank you very much. Rex, you're on.

MR. GEPHARD: Good evening, everybody. Thank you everybody for coming tonight. I remember some faces from last November when we were here. I remember some faces from yesterday and Monday as well, because some people from here were at the previous two scoping meetings we had just this week.

So I wanted to start out with a little introduction, and bear with me a little bit for those folks who were here at these other meetings because it's a little introduction for everybody, for those who haven't been at the other meetings.

Wilshire Boulevard is an absolute key east/west corridor in Los Angeles, one of the most important transit corridors in Los Angeles. 93,000 weekday boardings each weekday. And that's huge. It is the largest transit corridor in the United States. Two-thirds of the 93,000 boardings happen just within

18 this exact project area.

19 The average bus speeds in Los Angeles County,

20 for Metro anyway, have been declining a little bit every

21 year for the last 20 years, and for that reason we

22 thought that it would be an excellent idea to try to

23 speed up the buses. This is part of a Federal program

24 as well where the Federal government is trying to

25 improve bus speeds nationwide.

10

1 The project area includes most of Wilshire

2 Boulevard, from just west of downtown Los Angeles, out

3 at Valencia, all the way to the City of Santa Monica

4 city line, excluding Beverly Hills. And this study has

5 just commenced work on the Environmental Impact

6 Report/Environmental Assessment, and I'll talk more

7 about that in just a second.

8 The participating agencies, Planning and

9 Design, City of Los Angeles, County of Los Angeles and
10 Metro are all here tonight.
11 The construction would be done, though, just
12 within the City and within the County. The County owns
13 the land along Wilshire Boulevard around the I-405
14 Freeway. The City of Los Angeles owns the rest of the
15 Wilshire corridor.
16 Funding is coming from the Federal Transit
17 Administration, about 75 percent from the Federal
18 government, about 15 percent from Metro and 10 percent
19 from the City of Los Angeles.
20 In June 2008 the three agencies Metro, City of
21 Los Angeles and County of Los Angeles started studying
22 the feasibility of the Bus Rapid Transit Corridor, and
23 then in November of last year we had four community
24 meetings, one of them here, and three others along the
25 corridor, and listened to everybody's comments, and that

1 was in November 2008.

2 And then in May of this year we decided to

3 elevate the study, the environmental study, from what we

4 called an Initial Study Environmental Assessment; and

5 the initial study is the State side of it.

6 Environmental Assessment is the Federal side of it. We

7 decided to elevate the study from an initial study to an

8 EIR/EA because we had listened to the public. The

9 public had a lot of good comments. And we also had been

10 doing some technical analyses and thought it would be a

11 really good idea if we looked at more intersections,

12 considered more intersections, and more segments of

13 streets around the west side in our traffic study.

14 And just some other information. In July 2009

15 the Federal government said that it would be fine with

16 them if we stayed with an environmental assessment on

17 the Federal side and not raise it to an Environmental

18 Impact Statement; so that's why this Environmental

19 Impact Report/Environmental Assessment.

20 The proposed project bus lanes, we're talking

21 bus lanes, again, from Valencia all the way on the east

22 side to the City of Santa Monica, excluding Beverly

23 Hills, curb lanes only, 7:00 a.m. to 9:00 a.m., and 4:00
24 to 7:00 p.m. only, weekdays only, in both directions,
25 again, curb lane only.

1 Bicycles and cars turning right could use the
2 lanes at any time. Infrastructure improvements. Along
3 with putting the bus lanes in, we're planning on funding
4 the reconstruction of Wilshire Boulevard, a significant
5 reconstruction of Wilshire Boulevard between Fairfax and
6 Western, repaving much of the rest of Wilshire Boulevard
7 in the curb lanes and the adjacent lane next to the curb
8 lane.
9 Selective street widenings; an example is
10 between Barrington and Federal we're going to widen
11 Wilshire Boulevard on both sides by five feet and then
12 add a bus only lane. We're going to improve the traffic
13 signal timing along Wilshire Boulevard so the

14 automobiles and buses, everybody, can move a little
15 quicker east and west, and improve the bus signal
16 priority for the red buses, those Metro Rapid buses.
17 But both these last two mean giving the cars
18 and buses a little bit more green signal to move more
19 cars along the corridor east/west.
20 We're in the middle of this Environmental
21 Impact Report/Environmental Assessment, again, to assess
22 the feasibility. And these are all required by the
23 Federal government. Environmental, socioeconomic issues
24 associated with the proposed project. And we're going
25 to look at things like traffic and parking. I'm sure a

1 lot of people, including us, are very concerned about
2 the traffic and the parking. Plus noise, air quality,
3 cultural resources, community impacts, parklands. We
4 will be looking at all these issues over the next

5 several months following what we hear from you from
6 these scoping meetings.
7 And the other reason we wanted to elevate from
8 an initial study to the last bullet on the bottom here,
9 the other reason we wanted to elevate the study from an
10 initial study to an EIR is so we could look at other
11 alternatives to the proposed project because in November
12 we presented only one project. We have a couple of
13 alternatives to propose tonight. We'll show you those
14 in just a second.
15 So the proposed project, this is Valencia,
16 Alvarado, downtown Los Angeles. Here's the 110 freeway,
17 and City of Santa Monica, Centinela. That's the
18 proposed project. And we'll start at the Western end,
19 from Centinela to Barrington, there are few changes from
20 November, just a few minor ones, but we'll go over all
21 of them tonight. From Centinela to Barrington, about
22 .08 miles, just convert the existing curb lanes into
23 peak period bus lanes.
24 Then from Barrington to Federal, that was the
25 example I mentioned earlier, widen both sides of

1 Wilshire by removing five feet of sidewalk and adding an
2 eastbound peak period bus lane only.
3 In the county, from Federal to Sepulveda,
4 remove sidewalk, five-foot of sidewalk from the southern
5 side of Wilshire Boulevard, restripe it and add an
6 eastbound bus only lane, plus right here at Sepulveda,
7 for those folks going eastbound, and north -- eastbound
8 on Wilshire, northbound on Sepulveda, is a very short
9 left-turn pocket under the freeway. It's about
10 150 feet. We have found that cars back up in that
11 left-turn pocket into the traffic lane next to it and
12 hold up a lot of cars that could be going through and
13 along Wilshire Boulevard.
14 So part of this project will be to lengthen
15 that left turn pocket from about 150 feet to about 700
16 feet so everybody turning left on Sepulveda will get off
17 of Wilshire Boulevard and allow all the cars and the
18 buses to proceed ahead and not be blocked by the people

19 trying to turn left.

20 From Sepulveda to Malcolm, simply convert

21 existing curb lanes to peak period bus lanes.

22 In the area of Malcolm to Comstock, remove the

23 jut-outs, realign the curbs and add peak period bus

24 lanes, both sides. These would be added bus lanes after

25 the jut-outs are removed.

1 Comstock to the City of Beverly Hills, convert

2 the existing bus lanes to peak period bus lanes.

3 Beverly Hills is not a part of this project at this

4 point. We had been talking to Beverly Hills for quite a

5 while before we had to submit the Federal grant for this

6 project, and we ran out of time. Basically we didn't

7 get to their city council in time.

8 But Beverly Hills was a supporter of bus only

9 lanes at that time. In fact, has been a supporter of

10 bus only lanes, especially on the eastern end of Beverly
11 Hills, and said they would like to wait and see what
12 happens in the City of Los Angeles, and then we'd go
13 back and talk with them.
14 From the Beverly Hills city limit to Fairfax,
15 convert existing curb lanes to peak period bus lanes.
16 From Fairfax to Western, this is where a lot of
17 reconstruction would happen. If you have driven down
18 this area, you will notice the curb lanes and the lane
19 next to the curb lanes are very torn up. Very rough
20 riding for anybody, and we would like to reconstruct
21 Wilshire Boulevard for that three-mile segment in the
22 curb lane and adjacent curb lane. And from Western to
23 the end of the line, convert the existing curb lanes to
24 peak period bus lanes.
25 So the traffic study that we're going through

right now, we're looking at 17 intersections along Wilshire Boulevard, 57 around Wilshire Boulevard and parallel and perpendicular to Wilshire Boulevard; we'll show you this in a second. So we're looking at 74 intersections throughout the west side. And we're trying to figure out what the impacts would be with and without bus lanes in the curb lane just as we went through that proposed project demonstration.

The 74 intersections are these little blue dots. This is Alvarado. Pico is here. Sunset. City of Santa Monica. So the entire west side, we're looking at 74 intersections. To be sure that we know what would happen if we put bus lanes at Wilshire Boulevard, will people go to other parallel corridors? Perpendicular corridors? What would happen with the traffic at all of those 74 intersections if we put bus lanes in. And again, this is just peak period only.

Project alternatives, which we had not discussed last time, but are discussing now because we've elevated this to an Environmental Impact Report, one of them is a no-build alternative. That's required. Just don't build the project is one option.

Another option is to take the proposed project

24 as I just explained -- and again, I have a map, the next
25 page is a map that shows what I'm saying here -- but

1 take the proposed project with a few modifications, and
2 the first bullet is to eliminate the bus lane from South
3 Parkview to Valencia.
4 South Parkview is right at -- well, it's a
5 little bit west of Alvarado. But in other words,
6 eliminate the last .7 miles of the project. We've been
7 asked by the City of L.A. to consider this because
8 Wilshire Boulevard does get very narrow in that one
9 section.
10 The second bullet, eliminate the bus lane from
11 Sepulveda Boulevard, just east of the I-405, to
12 mid-block between Veteran and Gayley, .3 miles. The
13 reason for that is because that area, a lot of cars are
14 in the curb lane trying to either get on the 405 freeway

15 going north, or they're getting off the 405 freeway
16 going east. And those curb lanes are full of cars, and
17 we should stay out of them with a dedicated bus lane
18 because cars need to be in those lanes to make right
19 turn movements.
20 Between Malcolm and Comstock, retain the
21 existing jut-outs, that means leave all the jut-outs
22 exactly like they are today, and the trees and
23 everything else, but convert what is now the lane 3
24 here, the lane closest to the jut-outs, to a bus only
25 lane, which is what we're doing throughout the entire

1 length of the corridor. That would be exactly the same
2 lane.
3 And then we were able to -- I won't say
4 "convince," but we asked the Federal government if we
5 don't remove these jut-outs, which costs money to do

6 that, if we don't remove the jut-outs can we use that
7 same money elsewhere on this project, and they agreed.
8 And we recommended that we use that money to repair more
9 of Wilshire Boulevard, not just that three-mile section
10 between Fairfax and Western, but really from Beverly
11 Hills to the end of the line.
12 So instead of repairing Wilshire for 2.8
13 miles, we repair about 5.1 miles of Wilshire Boulevard.
14 UNIDENTIFIED SPEAKER #1: Did the government
15 respond to your question on that?
16 MS. LITBAK: Yes, they did. They said that would
17 be fine.
18 MR. GEPHARD: So the map of what I just said is,
19 the proposed project that I originally talked about,
20 again, out at Valencia is here. Centinela is way over
21 there. What we're proposing to do is eliminate this
22 section of the bus lane, so there would be no bus lane
23 in this area. The bus lane would actually start at
24 South Parkview instead of Valencia. Eliminate the bus
25 lane out here, between Sepulveda and midway between

Veteran and Gayley, that .3 miles right at the 405 on and off-ramps, and then retain the jut-outs here, right outside your door here between Malcolm and Comstock, on both sides of Wilshire, not even touch them.

And then put that money that we would save from not removing the jut-outs into reconstructing Wilshire Boulevard in this little area, which we had not previously funded, and throughout the remaining eastern end of the corridor, which we had not previously funded.

Other projects considered but rejected -- and they were rejected because of these two issues, they're not eligible for Federal funding. We thought of the proposed project as I had mentioned and doing the first thing I talked about, eliminating the eastern end of the project and eliminating the area around Sepulveda to mid block Veteran and Gayley, but removing the jut-outs instead of retaining the jut-outs.

The problem with that is we don't save any money. We cut the length of the corridor, but we

20 effectively spend about the same amount of money because
21 in these areas we're merely re-striping Wilshire
22 Boulevard, but removing the jut-outs is an expensive
23 proposition.
24 So we then cross a Federal threshold that is
25 part of this Federal grant. We exceed that Federal

1 threshold for costs per mile if we do this, if we remove
2 the jut-outs and remove this little area and remove that
3 area, the cost per mile exceeds the Federal threshold
4 for what's called A Very Small Start Program. That's
5 the funding for this, is from A Very Small Start
6 Program. It's about a three-year old program by the
7 Federal government. So this option is not eligible for
8 Federal funding.
9 Another idea that we had even before this
10 project, was to build what we call little mini bus

11 lanes. Maybe a bus lane at exactly where we thought we
12 had the worst problems. Actually we had a lot of ideas
13 for improving Wilshire Boulevard. Some of them were bus
14 lanes. Some were other ideas.
15 And we were thinking of having a bus lane
16 maybe for these two blocks in this area, and then a
17 quarter mile here, and a block there, a quarter mile
18 here, and different areas. And all those bus lanes
19 added together equaled to about 2.5 miles total.
20 But the Federal government said that's not
21 going to happen because we only fund continuous lanes.
22 And they were not going to fund just 2.5 miles either.
23 So that was not deemed eligible by the Federal
24 government.
25 The project goals which have not changed:

1 improve bus passenger travel times. That is for sure

one of our ideas, because if we improve bus passenger travel time significantly, we'd like to encourage this bullet, encourage a shift from the automobile use to public transit. That is the absolute intent of this project, is to get people out of their automobiles and on to buses.

And the second one, improve bus service reliability, meaning make the service so that people can rely on their trip time, so if it takes 35 minutes today, it will take 35 minutes tomorrow. It can change dramatically, depending on what the traffic conditions are on Wilshire Boulevard.

With the bus lane we would be able to resolve a lot of that, as well as have the buses -- if the bus is supposed to be there at let's say 7:00 a.m., it would supposedly be there at 7:00 a.m. most days, or maybe every day. Today it's a little erratic.

Improve the traffic flow along Wilshire Boulevard. We talked about that earlier with the traffic signalization, working with the Los Angeles Department of Transportation.

In fact, several years -- I think it was more like 2000, because of the Metro Rapid program, the red

25 buses, the LADOT improved the signal timing, meaning

1 they gave more green time for east/west traffic movement
2 along Wilshire Boulevard from end to end as a result of
3 that Metro Rapid program. We're trying to do the same
4 thing with this program to some extent.
5 Reconstruct the curb lanes along the damaged
6 portions of Wilshire Boulevard and even almost double
7 that for the proposed alternative. Improve the air
8 quality by getting people out of their automobiles onto
9 compressed natural gas buses, which they all are, and
10 minimize impacts to the existing parking, which that
11 proposed alternative certainly does a lot.
12 Project funding. I mentioned this earlier.
13 About 75 percent is federal funding. City of L.A., 10.
14 Metro about 16 percent. Total project cost,
15 31.5 million. That's Federal and local.

16 In the study schedule, we are here today,
17 October 2009. This is the third of four scoping
18 meetings. After these scoping meetings, then we've
19 taken down lots of notes and people have sent in all of
20 their ideas and comments, and Jody is going to talk
21 about how to do that.
22 We're then going to continue working on these
23 technical studies. And when we finish with the
24 technical studies, we will produce a Draft Environmental
25 Impact Report for public review, probably late

1 January -- middle of January. Then hold four more
2 community meetings, one of them hopefully being right
3 here again, to talk about the results of what we've come
4 up with after listening to everybody at these public
5 meetings.
6 And then get to, hopefully, get to the Federal

7 government, the Federal Transit Administration in April
8 of 2010 and ask for their approval of this Draft
9 Environmental Document.
10 If they approve it, we would take it to our
11 Metro Board for consideration in May. If our Board
12 approves it, we would take it to the City, L.A. City
13 Council and the County Supervisors because, again, the
14 County is involved in this as well out by the 405
15 freeway for approval; that's City and County approval.
16 If the City and County approve it, we could
17 begin construction immediately in July because most, if
18 not all, of this work will be done within the City of
19 Los Angeles with City staff, and they could get to work
20 right away.
21 And with that I will turn it back to Jody.
22 MS. LITBAK: We're going to move really fast
23 because we have a lot of people who want to comment, and
24 I want to be able to get to all of these, and we're
25 going to move this microphone.

We've had two meetings already this week. We'll be next Tuesday at Good Sam Hospital, closer to downtown. I want to make a note about that location. It's the only location where if you drive, you're going to have to pay for parking. We couldn't make it work any other way there.

Here's how to contact us. In addition to tonight, you can also get on the Internet, metro.net/Wilshire. You'll find the presentations up there. We'll be posting the fact sheet and frequently asked questions. You can fill out the form there. You can call us at 922-2500. That's recorded. You can leave your information there.

You can mail the information in. It's the same mailing address that's on the bottom of this form here to Martha who is in the back. If you don't remember Martha's name and you don't remember the mail stop, if you just send it to us at One Gateway Plaza, L.A. 90012 and just put "Wilshire Bus Lane" it will get to us.

21 You can also e-mail us directly at
22 wilshirebrt@metro.net. We will take comments throughout
23 the process, but because this is a scoping period, as I
24 said before, if you want to -- if there's specific
25 things you want us to evaluate in the study, we do have

1 an October 23rd deadline, because we have to get on with
2 doing the evaluation. So please try to get us your
3 comments by the 23rd.
4 And with that we are going to open it up to
5 comments and questions. We're going to take these in
6 the order received. At two minutes each we've got at
7 least 45 minutes worth of people speaking, and we need
8 time for people to get up here.
9 Let me remind you again, if you want to speak
10 and you haven't turned in a form, and you have one, wave
11 this around and someone will come get it from you. If

12 you don't have a form, raise your hand and we'll bring
13 you one and collect it back from you.
14 And I see nobody's raising their hands now,
15 but you may feel impassioned as the comments go on, so
16 that's fine. And then again, you can turn them in in
17 writing.
18 What I'm going to do, you see this lovely
19 clock here. That will count down. I also want to say,
20 we're going to call you up here. I'm going to call
21 three people at a time, and just we would really
22 appreciate it, it would help with the flow, I think it
23 will be best if wherever you are, you can kind of walk
24 around the back and come on up here and you can wait, so
25 we can move people through as quickly as possible and

1 get all the comments in and get everybody out of here in
2 time to go home tonight.

3 If you've got some physical issues and coming
4 up here is hard for you, let me know, and we have these
5 handheld mics and we'll bring them to you. And
6 everybody gets two minutes. It's just fair to everyone.
7 I will call my first three people, and while
8 they're coming up I will -- many of you have seen me do
9 this already, my microphone 101.
10 Kimberly Richards, followed by Nicky Gewirtz
11 and Morgan Wyenn.
12 I'm going to ask you to start by stating your
13 name, please, into the microphone, and if I've
14 mispronounced it, I really apologize.
15 Here we go everybody. If you're not used to
16 doing this, or even if you are, we want to hear your
17 comments. You want us to get your comments. They're
18 being transcribed here by the court reporter. So let's
19 get them on the record.
20 So what we need you to do is hold the
21 microphone really close to your mouth. Don't hold it
22 down here. Don't hold it out here. Don't start talking
23 and going like this, because we'll miss it. Okay.
24 And Kimberly is now going to demonstrate how
25 to make your comments clearly, and she's going to start

by stating her name. Go ahead, Kimberly.

MS. RICHARDS: Hi. My name is Kimberly Richards. I am the Public and Legislative Affairs Director of Southern California Transit Advocates. However, as our organization hasn't taken a position yet, I am speaking as an individual, having reviewed this project as part of my function with the organization.

I am inclined to support this project. I do have one concern with one of the alternatives, and that is the alternative that would eliminate the bus lane in the vicinity of the 405 freeway.

If anything, that is the one place where buses get stuck in traffic now. And if anyone in this audience has ever ridden Metro Rapid 720 west of this location, you know what I'm talking about.

So my personal feeling is the project should

17 essentially go as planned, and I personally do not
18 support any of the alternatives.
19 MS. LITBAK: Nicky Gewirtz, come on up, followed
20 Nicky Wyenn, and then I believe it's Manny Martinez.
21 MS. GEWIRTZ: My name is Nicky Gewirtz. I'm the
22 Executive Director of Belmont Village Westwood. We are
23 a residential senior community between Warner and
24 Beverly Glen, and my comment is in regard to the
25 jut-outs; that we would not like the jut-outs to be

1 taken away. Our residents very frequently use the area
2 in front of our building to walk and enjoy the outdoors
3 and the greenery, and we're concerned for their safety.
4 We have a license for up to 240 seniors to
5 live in our community, and would hate to see the safety
6 aspect of the jut-outs be taken away.
7 MS. LITBAK: Thank you very much. Morgan Wyenn,

8 and you'll say your name correctly for me, followed by
9 Manny Martinez, and then Marlina Morris. Go right
10 ahead.
11 MS. WYENN: Good evening. My name is Morgan Wyenn,
12 and I'm an attorney with the Natural Resources Defense
13 Counsel, NRDC. I'm here on behalf of our 1.2 million
14 members, including the 17,350 members who live in L.A.
15 County who would benefit from this project.
16 NRDC supports this important project, and we
17 support it moving forward without any exceptions. We
18 are concerned that exempting portions of Wilshire
19 Boulevard other than in Beverly Hills jeopardizes a much
20 needed Federal funding and diminishes the effectiveness
21 of the project.
22 However, we do support retaining the jut-outs
23 because we of course support retaining the green space.
24 We all know that L.A. has a really long way to go to
25 have a sustainable and healthy transportation system,

and this is a step in the right direction.

We look forward to the thorough environmental analysis, and we hope that the City and the MTA continues to show strong leadership on this project. Thank you.

MS. LITBAK: Thank you very much. Manny Martinez, followed by Marlina Morris, and then John Woodall.

MR. MARTINEZ: My name is Channing Martinez.

MS. LITBAK: I apologize.

MR. MARTINEZ: I'm a part of the Clean Air, Clean Lungs, Clean Buses Campaign of the Bus Riders Union, and I'm here in support of the full 9.6 miles of the Wilshire bus only lane running from Valencia to Centinela.

The 720, as you guys know, is one of the most heavily used lines in the system. A bus only lane will not only solve the issue that MTA is infamous for, late buses, but it will motivate drivers to catch the bus because it's just easier than dealing with traffic.

We, the Clean Air, Clean Lungs, Clean Buses Campaign have worked for four years to get this bus lane

22 in place. The bus lane to us represents a step toward a
23 better public transportation system, a step towards
24 solving Los Angeles' infamous traffic problems and,
25 finally, a step towards cutting down carbon emissions

1 emitted -- a step toward cutting down on carbon
2 emissions emitted by millions of cars in the city.
3 Thank you.
4 MS. LITBAK: Thank you very much. Marlina Morris
5 come on up, followed by John Woodall and then Roxanne
6 Stern.
7 MS. MORRIS: I'm Marlina Morris. I live on the
8 Wilshire corridor, and I have mentioned this before, but
9 I am going to do it again and hope that somebody gets
10 it.
11 There are over 51 buildings and over 10,000
12 people who live on the Wilshire corridor who are

13 impacted negatively by this bus only proposal. That's
14 51 high-rise, mid-rise condominiums, apartments and
15 hotels who will suffer because they are affected by the
16 lack of access to Wilshire Boulevard from their
17 buildings.
18 35 of these buildings have only ingress and
19 egress on to Wilshire Boulevard. No alleys, no side
20 streets. This means that during the five to seven hours
21 of this bus only lane business, they will have impacted
22 emergency services, which means their ambulance and fire
23 service. They'll have no deliveries, mail or general,
24 no trash pickup, no move-ins or move-outs, no parking of
25 receptacles for the ongoing renovations that we have in

1 our condominiums.
2 We will be prisoners in our own buildings
3 during that period. Driving out of these driveways will

4 also be dangerous because we will have to be careful of
5 the bus only lane and come out into the second lane, and
6 if there's a bus there it's very difficult to see.
7 People drive fast on this road and it's very dangerous.
8 According to the 2002 EIR the traffic speed on
9 the corridor was the fastest of any stretch of Wilshire.
10 Why pursue this? Beverly Hills isn't. Santa Monica
11 isn't. The Westwood Wilshire corridor should be removed
12 from this plan or you're going to have an uprising of
13 unhappy taxpayers on the corridor.
14 Every building should be notified. Now I
15 understand that this time we were notified. But for the
16 last three years or so no one on the corridor was
17 notified about these meetings. And a lot of people
18 still have not been notified. I know the Californian
19 and the Carlisle had not been notified. I don't know
20 about anybody else. But I will be looking into that.
21 Thank you for your time and patience.
22 MS. LITBAK: Thank you. Come on up. John Woodall,
23 followed by Roxanne Stern and then Joe Bayes.
24 MR. WOODALL: I'm John Woodall. I'm the pastor of
25 the Westwood United Methodist church. We're on the

corner of Warner and Wilshire. Been there since 1929. So we've seen a lot happen over the years.

At the meeting last November I spoke against the project particularly because of concerns about jut-outs. I'm pleased to see that people listened. I want to make the case for why we need to keep the jut-outs.

First of all, it's very obvious we have very little green space on Wilshire Boulevard. It's also an area of mature trees in Westwood. And we need to remember, this region of Westwood between Comstock and Malcolm is a residential area. It is not a business community.

I'm concerned about a major safety issue which will locate a high speed bus lane -- if the jut-out is to be removed -- immediately next to a preschool play yard. So we share a concern, as do the people at

18 Belmont Village with regard to safety. The only thing
19 dividing the bus lane from a preschool play yard would
20 be a very narrow sidewalk.
21 It certainly impacts our friends across the
22 street. We have a lot of pedestrian traffic because we
23 have obviously religious activity taking place and lots
24 of people walking.
25 I would also mention that we don't have a

1 traffic problem on our portion of Wilshire. Many of you
2 probably know that LAPD regularly has speed traps at
3 Warner and Wilshire Boulevard because traffic is moving
4 through there so quickly that it is not safe.
5 Final thing I would say is I would hope that
6 in the Environmental Impact Study careful attention
7 would be paid to the signals in Westwood Village,
8 particularly at Wilshire and Westwood Boulevard because

a lot of the backup of traffic is due to poor timing of signals and pedestrian crossing. That's all I need to say. Keep the jut-outs.

MS. LITBAK: Thank you very much. This is Roxanne Stern, followed by Joe Bayes. And then after Mr. Bayes, if David Holender could prepare. So get up close and introduce yourself.

MS. STERN: I'm Roxanne Stern. I live in North Village in Westwood. I have a car. I own a car. But I try to take the bus as often as I can. The problem is the bus is so disappointing and slow that it's hard to take a bus when I have to be at a certain place at a certain time. So I'm looking forward to seeing the bus get the speed up.

Los Angeles is choking on air pollution and traffic congestion. Our streets are overwhelmed. Buses will help. Dedicated bus lanes will encourage people

get out of their cars and on to the bus. Air quality will go up and pollution levels will go down.

Here on the Westside we need a rush-hour bus lane for Wilshire Boulevard to improve our quality of life. Wilshire Boulevard is a major artery for Angelinos going to work, study and play. When the bus lane goes in, we all win.

Bus lanes are not a radical idea. They use it in London, New York, San Jose and many other cities. Wilshire Boulevard is a main thoroughfare between the Westside and the rest of the City. People need to be mobile in this corridor, and the bus lane is a modest step to making the boulevard a better street to navigate.

This project has been delayed too long. Let's get started supporting bus lanes, Metro, and all forms of moving people that will not clog the streets or worsen the pollution.

MS. LITBAK: Thank you. Come on, everybody. Let's use the time for people to speak. Joe Bayes, followed by David Holender and then Sam Vesterman.

MR. BAYES: My name is Joe Bayes. First of all, I

23 think this is a fabulous idea. It's long overdue. My
24 concern comes from seeing what happened when we last had
25 bus lanes on this little stretch of Wilshire. It seemed

1 like they plugged up a lot of the cars, and some of that
2 was legitimate, people making right turns. Some of it
3 was not. People making right turns on to Wilshire and
4 just kind of waiting in the bus lanes and merging into
5 traffic.
6 So I would like to ask you to consider that
7 and address that now in the planning stages when you can
8 do something about it. Thank you.
9 MS. LITBAK: Thank you. Mr. Holender, followed by
10 Sam Vesterman, and then Sharon King.
11 MR. HOLDENDER: My name is David Holender. I live
12 here on the corridor. I use the buses. I've used it
13 for the last 50 years. People keep on saying the "bus

14 lane." When you take the buses on Wilshire, there's the
15 20, the 720 and the 920. And they're all jockeying for
16 position.
17 If you're the 720 driver, you have to beat out
18 the 20. If you're a 920 driver, you're beating out the
19 720 and the 20. So they're not always using one lane,
20 and they won't even if they have a dedicated lane
21 because they're not scheduled. They have to be rushing.
22 I took the bus home from downtown today
23 between Comstock and Westwood Boulevard. It was just
24 gridlock. And I was just imagining if the right lanes
25 were just bus only, where would the 50 percent of the

1 other traffic go? They would be having to circumvent
2 these neighborhoods and go into side streets and cause
3 more traffic and more congestion.
4 So it's not just one bus lane. You really

5 have to take a bus to understand what these bus drivers
6 are going through. There's a lot of pressure on them,
7 and a lot of them are under schedules, and they will not
8 just use one lane. They will use more, and that will
9 affect all the cars.
10 Thank you.
11 MS. LITBAK: Thank you very much. Mr. Vesterman,
12 come on up. Sharon King, and then Jerome Brown.
13 MR. VESTERMAN: Hello. My name is Sam Vesterman.
14 I am speaking for Grand Condominium, 10445 Wilshire
15 Boulevard. We have 109 units, and it's a home for 220
16 people.
17 The proposed bus lane will approximately be
18 28.5 feet from the front of the walls of the residence
19 of our homes. We understand the need for the bus lane
20 in congested areas such as Beverly Hills, which is
21 exempt by the way, and the miracle mile and the Westwood
22 proper. The Westwood route from Santa Monica Boulevard
23 to Glendon, however, is really congested, even at the
24 peak hours.
25 In addition, the proposed bus lane is entirely

16 buildings. The few street parking spaces that exist in

17 our boulevard will be removed. This parking is used by

18 the short-term visitors in the neighborhood and

19 deliveries such as UPS and FedEx. All other street
20 parking in the neighborhood is restricted.
21 This parking also serves as a buffer between
22 the traffic and the parking. There is no way to
23 mitigate that impact.
24 Traffic. Condensing --
25 MS. LITBAK: Thank you. Your time is up. Turn the

1 comments in at the back. We appreciate it. Thank you
2 very much. Sharon King, Jerome Brown, and then Matthew
3 Kroneberger, step on up.
4 MR. KING: Hello. Although I'm from Crown Towers,
5 I work as assistant manager. I'm not speaking for my
6 building, but as an individual and someone who cares
7 about not only being a resident at that building but
8 also for all the other residents who I'm responsible
9 for.

10 I'm going to quote from your flyer here. It
11 says "Purpose and need for the project," and I quote,
12 "In addition to being a crucial transit corridor, it
13 also has some of the highest average daily traffic
14 volume in the City of Los Angeles."
15 And it's obvious to many of us that Metro is
16 not taking into consideration that Wilshire corridor
17 houses thousands of residents and homeowners who must
18 enter and exit on to the already busy and dangerous
19 traffic street. We must not forget the safety of our
20 residents who coincidentally pay property taxes that are
21 probably one of the highest in the L.A. metropolitan
22 area.
23 Now our building is on the corner of Manning
24 and Wilshire. There is no street light on that corner.
25 And I know many buildings who have the same problems as

1 Crown Towers. Our only entrance is on Wilshire
2 Boulevard, and our residents and their guests must slow
3 down and stop to enter their property.
4 They are placed in a position of risking their
5 lives and those of their families as traffic is
6 encouraged to forge ahead and whiz by once our cut-outs
7 are removed.
8 Now the possibility of a passenger vehicle
9 collision with not only another vehicle, but a bus, is
10 not going to lessen, but it will most assuredly become a
11 more serious reality and impact our residents in a very,
12 very real way on a daily basis.
13 MS. LITBAK: Thank you very much. Jerome Brown
14 followed by Matthew Kroneberger.
15 MR. BROWN: I'm Jerome Brown, president of the
16 Diplomat Condo Association. I'd like to ask the MTA to
17 consider what data and assumptions has changed about
18 average speeds in the Wilshire corridor canyon area
19 since the 2000 EIR report stated that this was the
20 fastest moving section of Wilshire Boulevard and that
21 consideration of a bus only lane in the area was not
22 indicated.
23 I think you need to explain how a project

24 which decreases bus transit time modestly, while at the
25 same time increasing very substantially automobile

1 transit time for the Wilshire corridor, can be
2 considered environmentally friendly. This is also data
3 from that study of 2002.
4 I think you should explain how the bus only
5 lane ending at Comstock created by the removal of
6 jut-outs will in any way speed up either bus or
7 automobile transit along that stretch when the major
8 cause of the backup is at Santa Monica Boulevard and
9 Wilshire Boulevard.
10 Explain the validity of the assumptions about
11 the conversion from automobile usage to bus usage, and
12 compare the difference in the assumptions that you're
13 going to arrive at in your current EIR to the data
14 arrived at in the environmental impact report in 2002.

15 The prior impact report has indicated major
16 worsening of traffic at a large number of intersections
17 along Wilshire, many of which are currently near
18 standstill levels during peak hours. The fact that
19 these intersections are essentially at standstill and
20 unmitigatible cannot be used by MTA as an indication
21 that additional worsening of traffic flows at these
22 intersections will be of no environmental consequence.
23 I would like you to explain how you can avoid
24 discussing that particular issue. And last, explain how
25 the creation of a bus only lane in Westwood will do

1 anything beneficial --
2 MS. LITBAK: Thank you. Everyone gets two minutes.
3 Thank you very much. Matthew Kroneberger, Sandy Brown,
4 and then Sunyoung Yang.
5 MR. KRONEBERGER: Thank you. Good evening. My

6 name is Matthew Kroneberger, and I am the president of
7 Bruins For Traffic Relief, the official UCLA Transit
8 Club.
9 A good deal of my fellow Bruins do not know of
10 Metro services other than the red or orange buses that
11 are seen in passing, often while waiting for the Big
12 Blue Bus.
13 I am for Metro to increase the relevance of
14 its services by reaching out to UCLA and other Wilshire
15 alignment communities to extensively market the Wilshire
16 Bus Rapid Transit Way. This busway presents the unique
17 opportunity to market efficiency and bus use, which by
18 the definition of mixed flow traffic does not readily
19 exist.
20 On behalf of Bruins For Traffic Relief I
21 support the implementation of this project with
22 expediency and effective marketing strategies.
23 Thank you.
24 MS. LITBAK: Thank you very much. Sandy Brown, and
25 then Sunyoung Yang and then Irving Pham.

1 MS. BROWN: Thank you. Good evening. My name is
2 Sandy Brown. I'm president of the Holmby Westwood
3 Property Owners Association, which is 1100 homes north
4 of Wilshire Boulevard.
5 I have prepared a document that will ask many
6 questions that we hope will be addressed in the EIR. I
7 wanted to let everyone know tonight that many of the
8 people in Westwood don't object to the bus only lane.
9 It is going to speed up traffic in some segments of
10 Wilshire Boulevard.
11 What we object to most is that while it's
12 speeding up traffic for the buses, it is really
13 impacting those of us who drive in our cars. And that
14 is our main objective. And the jut-outs of course has
15 been addressed already. So I'm just going to hand in my
16 comments.
17 I want to thank Councilman Koretz for coming,
18 along with Jay Greenstein. They represent this
19 district, and I'm glad to know that they're interested

20 in hearing what the residents have to say. Thank you.

21 MS. LITBAK: Thank you very much. I will just say

22 on behalf of the representatives from our other elected

23 officials, I'm sure they will be reporting back. Thank

24 you.

25 Sunyoung Yang, followed by Irving Pham and

1 Carol Spencer.

2 MS. SUNYOUNG YANG: Good evening. My name is

3 Sunyoung Yang, representing the Bus Riders Union and the

4 Labor Community Strategy Center.

5 On behalf of my organization I urge the full

6 9.6 mile implementation of the Wilshire bus only from

7 Valencia to Centinela.

8 Among the proposed alternatives we are in

9 support retaining the jut-outs from Malcolm to Comstock

10 and converting the existing right lane to bus lane, in

11 particular because we do believe that green space should
12 be preserved and that the existing car lane should be
13 converted to a bus dedicated lane.
14 Secondly, we reject the other alternatives to
15 not include the bus lane from South Parkview to
16 Valencia. We think the bus lane from South Parkview to
17 Valencia must be maintained and that this is especially
18 worthy because it is a very highly transit-dependent
19 area.
20 Secondly, we do believe that bus lanes should
21 be also implemented from Sepulveda to the mid-block
22 Veteran area near the 405 because this is exactly where
23 there is a lot of congestion and a bus only lane would
24 be beneficial.
25 And on behalf of our organization we want to

1 thank the MTA and LADOT for coming out and also council

2 member Koretz for being present at this very important
3 meeting.
4 MS. LITBAK: Irving Pham, Carol Spencer and then
5 Juan Matuete.
6 MR. PHAM: My name is Irving Pham, and I am a
7 member of Bruins For Traffic Relief. And as a student
8 and a long-time Los Angeles resident, I want to stress
9 the importance of a dedicated bus lane.
10 In light of all the budget cuts for education,
11 I think it's very important to provide something for
12 commuters, students and employees, and just provide a
13 benefit for education. And I think the opportunity here
14 is to set a precedent for future projects and promote
15 alternative transportation in Los Angeles.
16 So I urge everyone to proceed with caution and
17 I guess promote the best project that's available.
18 Thank you.
19 MS. LITBAK: Thank you. Carol Spencer and Juan
20 Matuete, and then Inez Gelfand.
21 MS. SPENCER: I am Caroline Spencer. I live in the
22 area. I am not on the corridor, but I am near it. I
23 wanted to say that transportation within the City of
24 Los Angeles was planned to accommodate the automobile.

25 That was during the days that L.A. was growing.

1 Today persons within the City must comply with
2 this inadequate transportation. We don't all want to go
3 east and west. We don't all want to go downtown or to
4 Santa Monica. We want to go to the doctor, to the
5 grocery store, to the this, to the that. That makes
6 zig-zag routes.
7 I have asked before to have some kind of buses
8 that could link Century City to Westwood to UCLA, and
9 the City has said a bus of this type might be a Dash bus
10 that would run along Wilshire, Beverly Glen, Santa
11 Monica Boulevard. However, they couldn't afford it.
12 There are buses that run there. There's a bus
13 on Beverly Glen 300 feet from my house. I can go to
14 Santa Clarita or to downtown Los Angeles. But heaven
15 help me, if I passed Westwood Boulevard, I can't get

16 off.

17 So anyway, I think in addition to bus only

18 lanes to get us out of our cars so that we get rid of

19 the congestion, you need to start thinking in other

20 areas.

21 And I had another thought when they were

22 talking today about the bikers being allowed in the bus

23 only lanes. I have had bikers in front of my car on

24 two-lane streets, and they're riding like this because

25 they don't rarely go straight. And they're slow.

1 They're much slower than I am.

2 Now if the bikers are allowed in the bus only

3 lane, how is this going to speed up the bus

4 transportation? Have you thought about that?

5 And also, have you thought about the safety of

6 the bikers if they're allowed in those bus lanes? Thank

7 you.

8 MS. LITBAK: Thank you very much. Juan Matuete,

9 Inez Gelfand, and Tracy Wolin, I believe.

10 MR. MATUETE: Hi. My name is Juan Matuete. I

11 think we're so fortunate to live in such a great city.

12 We've got great weather. We've got a beach. Amazing

13 culture. Wonderful people. And a lot of people want to

14 come here.

15 And so Los Angeles is growing. And a lot of

16 people especially want to come to the Wilshire corridor,

17 because we have UCLA. We've got a lot of jobs. We have

18 high quality housing, places people want to go. But how

19 do we manage all these people?

20 We see the traffic out there. One of the ways

21 we can manage them is by moving people towards buses.

22 And right now with 93,000 daily boardings, the people on

23 buses, you see them come by, and we've heard them coming

24 by in this meeting, probably add about two lanes of

25 capacity to Wilshire Boulevard, in terms of how much

1 wider Wilshire Boulevard would have to be if there were
2 no buses and everybody was driving.
3 Imagine what this corridor would look like if
4 they had to widen everything by two. So four lanes
5 total, two lanes in each direction. Would we want that?
6 So what would the corridor look like if we
7 were encouraging more people to take the bus by making
8 it easier to take the bus, by making the trip time
9 variability fall, by making it much quicker to get
10 places on the bus.
11 And I would encourage Metro to look at an
12 education campaign, because it seems there's a lot of
13 valid concerns about accessing Wilshire Boulevard
14 through these bus only lanes. And from my perspective
15 it seems it would be much easier to merge into a lane
16 where there's a bus coming by maybe -- even in peak
17 periods -- maybe every one to two minutes than a lane
18 with a car coming every five seconds.
19 So I think Metro should probably explain how
20 in their report how people would merge on to traffic on

21 Wilshire and how it could actually enhance it.

22 MS. LITBAK: Thank you very much. Ms. Gelfand,

23 come on up, followed by Tracy Wolin, and then Colleen

24 Callahan.

25 MR. GELFAND: I'm Inez Gelfand. I live on the

1 Wilshire Boulevard corridor with my husband, and yet we

2 both take buses quite often. A specific bus lane will

3 take away room for the cars in that lane. And we need

4 cars in all lanes, especially during peak hours.

5 As much as I don't like jut-outs, I really

6 think they're necessary because I don't have to come out

7 of a driveway on to Wilshire Boulevard, but so many

8 people do. And when the buses come full speed down

9 Wilshire Boulevard, it is very, very difficult to come

10 out of the driveway, let alone get into the driveway.

11 Thank you.

MS. LITBAK: Thank you very much. Tracy Wolin, followed by Colleen Callahan, and then Debbie Nussbaum.

MS. WOLIN: My name is Tracy Wolin. I manage the Diplomat Condominium Association between Beverly Glen and Comstock. It doesn't sound like the jut-outs are much of an issue anymore, but as a 25-year-old building that doesn't have a loading dock, that's located in the middle of the boulevard, what would we do with our moving vans and trucks that don't fit into our garage, such as a regular van with pipes, a plumbing truck. That's a really big issue I think for our homeowners.

On a personal note, living in San Francisco for a long time, I never drove. I always took the bus. And I miss that. I miss having to find something at the

library I haven't already read on my commute.

But moving from San Francisco to the East Bay

and taking BART, the train, to and from work every day, leaving my home at the same time every morning, still getting to work at different times every day; the BART never crossed traffic. So I don't quite understand how it's going to speed up the corridor where it hits traffic, the buses.

Ventura Boulevard in the Valley has no parking during the peak hours, and there are always cars parked, delivery trucks stopped. Cars always have to go around, and that really interferes with traffic. Thank you.

MS. LITBAK: Thank you very much. Colleen Callahan, followed by Debbie Nussbaum, and then Charles Edelsohn.

MS. CALLAHAN: Good evening, Colleen Callahan, manager of Air Quality Policy for the American Lung Association. I want to thank council member Koretz for being here today, and of course thank you Metro for your hard work on this project.

The American Lung Association supports rapid transit on dedicated bus lanes as an important piece of a comprehensive transit strategy that is more time efficient and more reliable, and reliability is really important.

We think that having a more time-efficient, reliable transit system can help us get people out of their cars, give people more options, it's really important, more options, to get around in a reliable, time-efficiency way, and thereby reduce air pollution and reduce greenhouse gases. And this is critical because we live in one of the most polluted areas of the country, and the result is high healthcare costs that we all bear.

So we hope that Metro will be able to implement the project in full with all 9.6 proposed miles. We also support the alternative that we've heard a lot of discussion on today, about the jut-outs. We support the alternative to retain the jut-outs. And in closing, we look forward to seeing the full EIR and moving forward with this project. Thank you.

17 MS. LITBAK: Debbie Nussbaum is coming up. After
18 Debbie is going to be Charles Edelsohn, and then
19 Stephanie Taylor.
20 At the moment that's the last card I have, but
21 you all know what to do. So if anybody else wants to
22 speak tonight, raise your hand or raise your card and
23 someone will come get it from you. All right. I'll ask
24 again.
25 MS. NUSSBAUM: I'm Debbie Nussbaum, Westwood Hills.

1 And I have some concerns about the bus lane. I'm in
2 favor of buses, but there's a particular part of this
3 project that just doesn't work for the entire City, and
4 that's the stretch from basically Bundy to Beverly
5 Hills.
6 This area is so congested. It's not just
7 buses that are slowed down. It's me going to the

8 market, taking my mother-in-law to the doctor, whatever
9 it is. There's people that live in this area that are
10 just trying to live their lives and run errands and
11 spend some money for tax revenue you get back when we do
12 these things.
13 It's not just the people on the buses that
14 want to move traffic faster. There's a lot of things
15 that are happening in this area. The 405 is being
16 widened. This project is a four-year project that the
17 intersection of Sepulveda and Wilshire will be impacted
18 heavily. The on and off-ramps are going to be created
19 in a new dimension you haven't yet to experience. And I
20 bet they're going to take some space on the street on
21 Wilshire while they do this. So this might not be the
22 time to be doing this. I love the idea of the subway.
23 That's the way to go. That's the way to put your money.
24 Also, with the buses, if it's a bus lane only,
25 does that mean the buses can't come in to the other

lane? Let's say people are getting on and off the bus as they do, which slows the transit of the whole system back and forth. Are other buses going to be able to pass them or are the other two lanes only for the cars?

I would like this to be looked at. I would also like for the intersection with this transit signal priority thing. I think it has a negative effect on north/south traffic and total gridlock, and I would like that to be looked at.

There's a few other things, but I'll write those in.

MS. LITBAK: Thank you very much. Charles Edelsohn, and Stephanie Taylor may wrap it up, but you can come up after her.

MR. EDELSOHN: Thank you. Charles Edelsohn. I wish I had half an hour to talk about this in depth, but we don't have that.

First off, I would like to challenge the 74 intersections that you're going to study. It is absolutely not enough. You're going to create all kinds of traffic in the nearby parallel streets. So you need

22 a lot more than 74.

23 Second point, I would like to see the sector

24 from Malcolm to Comstock eliminated completely, because

25 I think, as Jerry Brown explained, through traffic in

1 that area moves very rapidly, as was explained and

2 studied in the 2001 EIR. If we can't do that, then

3 certainly the no jut-out removal alternative is by far

4 the best of what remains.

5 And I would also like to bootstrap on what the

6 pastor said. This is a residential area. It's not a

7 business area such as we have in most of the rest of

8 this region.

9 Let's go back to a little bit of history. A

10 lot of this is predicated on the success of the Curitiba

11 bus system which was used by then councilman I think

12 Yaroslavsky to promote this in the first place.

13 Unfortunately, two years after that promotion
14 the Curitiba system started to break down because of the
15 delays caused at intersections, et cetera, and they went
16 to studying an elevated system of busways which might be
17 a better alternative than this.
18 I think we need to look at the impacts on
19 delays of the intersections, and if you look at all of
20 those other factors it is doubtful that we really will
21 get the increase in through-put of people transported
22 that is claimed.
23 I think my own study as a professional
24 engineer looking into this in some detail using the old
25 data is that the 44 percent improvement really is a

1 1 percent decrease in capability, and I think the Bus
2 Riders Union and the rest of us may be being mislead.
3 Thank you.

MS. LITBAK: Thank you very much. Stephanie, come on up. And then somebody else did turn in a card. So after Stephanie Taylor is going to be Suzanne Ruta, and we'll still take your cards. Go ahead.

MS. TAYLOR: Good evening. Thank you for such a great public meeting. My name is Stephanie Taylor. I am representing the Green L.A. Coalition Transportation Work Group.

The Green L.A. Coalition is an environmental justice coalition of which the American Lung Association and the BRU, as well as the Coalition for Clean Air, the Sierra Club, Los Angeles Chapter, the Taxi Workers Alliance, the Occidental Urban Policy, among others. And I'm sure I'm forgetting others.

But this Wilshire bus only lane has been a top priority for Green L.A. for a while. For the last couple of years we have written several communications to Metro, to the mayor, to the mayor's staff, expressing this.

Why is this such a top priority? Because a successful bus only lane will set an important precedent in terms of how we can improve transit in Los Angeles.

And why is transit necessary? We exactly agree with Metro's goal to make transit a viable option so that more cars can get off the streets.

The only way we're going to really address traffic congestion is by getting cars off the street by improving the public transportation system, as well as all of the environmental benefits of doing so that you've heard tonight.

So I just wanted to go on the record to say that this has been a top priority for the Green L.A. Coalition.

MS. LITBAK: Thank you very much. Suzanne Ruta, come on up. While Suzanne is coming up, anybody else want to turn in a speaker card? She'll take it, and she'll bring it up to me.

MS. RUTA: Hi. My name is Suzanne Ruta, and I live at The Grand Condominium on Wilshire Boulevard.

18 Everyone has talked about the parking and the traffic.
19 I would like to talk about the noise, since my windows
20 face Wilshire Boulevard, and several do.
21 Moving all the bus traffic to immediately in
22 front of the building will increase noise levels
23 dramatically. Currently buses use all of the lanes, and
24 that diffuses the noise. There is no way to mitigate
25 this impact.

1 Air quality. Large buses traveling at high
2 speeds in front of our homes will pick up dust and PM-10
3 particulate matter and cause health problems for our
4 residents, many of whom are elderly.
5 In addition, next to our building is the
6 Belmont Retirement Home, which is entirely made up of
7 sensitive receptors. There's no way to mitigate those
8 impacts.

I strongly suggest that you consider an alternative to the proposed project, that is, exempt the area from Comstock to Glendon from the bus lane proposal. This alternative will demonstrate fewer environmental impacts and will achieve the same project objectives. We expect this alternative will be addressed in the environmental impact report. Thank you.

MS. LITBAK: Thank you very much. And I have two more cards, one from Donna Currie and another one from Alan Havens. So if both of you want to come up. Come on up, Mr. Havens.

MR. HAVENS: Hi. My name is Alan Havens. I've been involved with transit in one way or the other for sometime. I strongly support the concept of bus lanes, improve bus transit.

One thing I've noticed nobody has talked about

yet, the design of the articulated buses we have now, actually two axle buses too, but our standard Nobby articulated bus has a sloping front end. It looks pretty -- there's only one door in or out there, and unless you have multiple boarding and alighting as they have in Curtiba or some places in Mexico City, I think they do this, you do better to have -- what I've seen recently at the big transit show, a European design of articulated bus with a double-width front door which allows you to go in one side, out the other side, and the front end of the bus, or maybe all go in or all go out as the case may be.

So there's things that -- we lost the decent design of buses and trolley buses, too, particularly trolley buses had these things, multiple width doors. And we've suffered because of that in this country.

So anyway, I suggest you look at other type of bus designs. Nobby would build it for you if you wanted it built that way, or anybody else. Newflyer or anybody. That's about it. Let's look into bus design too.

MS. LITBAK: Thank you very much. Donna Currie.

23 MS. CURRIE: I'm Donna Currie. I'm the general
24 manager of the Wilshire Condominiums near Westholme.
25 The thing I'm hearing tonight is about the environment.

1 And while I totally respect environmental concerns, I
2 think this is a really ridiculous argument for the
3 buses. I mean California has the strongest emission
4 standards for their vehicles, and to be using
5 environment now to be promoting buses to try to make
6 people feel guilty for driving cars I think is a
7 ridiculous ploy.
8 And I think you have a right to drive a car if
9 you want. And to try to make people think that if you
10 have a bus lane you're not going to be driving cars is
11 ridiculous. That's why they built carpool lanes on the
12 freeways. It's still totally bumper-to-bumper. So I
13 don't think that's a good argument.

14 Also I'm wondering if anybody asked the fire
15 department or the police department or the ambulance
16 companies, paramedics, what their opinion is, because it
17 is very difficult for them already to access the
18 buildings on the corridor in an emergency situation.
19 And I'm just wondering if that's going to be taken into
20 consideration because I doubt very much if they would
21 support this.
22 Also I want to know what happens to the lanes
23 during the hours that they're not being used? What do
24 they become then? Are the cars then able to drive in
25 those lanes or do they just sit there empty?

1 So anyway, those are my opinions. Thanks.
2 MS. LITBAK: Thank you very much. Okay. Does
3 anybody else have a card they want to turn in?
4 I want to thank you for coming tonight. I

5 want to thank our partners from the City of Los Angeles
6 and the County of Los Angeles. I want to thank the
7 councilmen and our representatives from the State
8 Legislature, the State Assembly and the State Senate.
9 There you go.
10 All right. Written comments, turn them in at
11 the back. Send them in. Get it to us electronically.
12 Let us know by October 23rd if you want it to be
13 included in the study. Thank you very much for coming
14 everybody.
15 (Meeting concluded at 7:47 p.m.)
16
17
18
19
20

Submitted by:

ITERIS

Metro

WILSHIRE BOULEVARD BUS RAPID TRANSIT PROJECT TRAFFIC IMPACT ANALYSIS

Administrative Draft

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Los Angeles County Metropolitan Transportation Authority

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EXECUTIVE SUMMARY

This report describes the potential traffic impacts of the Wilshire Boulevard Bus Rapid Transit (BRT) Project in the City and County of Los Angeles. The Wilshire Boulevard BRT Project 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 Centinela Avenue on the west to Valencia Street on the east, as well as within Los Angeles County limits from Federal Avenue on the west to Veteran Avenue on the east, excluding the City of Beverly Hills. The bus lane is expected to begin operations in 2012, therefore 2012 was chosen to represent opening year conditions. Four project variations are evaluated: the "Proposed Project", "Project Alternative A", "Project Alternative A-1", and "Project Alternative A-2", as well as a "no project" alternative for year 2012 and year 2020 conditions. As part of the project development process, LACMTA, in coordination with LADOT and based on community input, developed two additional project alternatives (Project Alternative B and Project Alternative C) that are not being further evaluated because neither alternative addesses the overall goals of the project. These alternatives are described in Section 15.

The Proposed Project is as described above. The three key differences between the Project Alternative A and the Proposed Project are summarized, from east to west, as follows:

- Reduction in bus lanes east of South Park View Street;
- Retaining the jut-outs between Comstock Avenue and Malcolm Avenue; and
- Reduction in bus lanes from approximately 300 feet east of Veteran Avenue to the I-405 northbound ramps.

The three key differences between the Project Alternative A-1 and the Proposed Project are summarized, from east to west, as follows:

- Reduction in bus lanes east of South Park View Street;
- Reduction in bus lanes between Comstock Avenue and Malcolm Avenue (just west of Selby Avenue), thus retaining the jut-outs within this area; and
- Reduction in bus lanes from approximately 300 feet east of Veteran Avenue to the I-405 northbound ramps.

The two key differences between the Project Alternative A-2 and the Proposed Project are summarized, from east to west, as follows:

- Reduction in bus lanes east of South Park View Street;
- Reduction in bus lanes west of the City of Beverly Hills, thus retaining the jut-outs between Comstock Avenue and Malcolm Avenue.

In consultation with the Los Angeles County Metropolitan Transportation Agency (LACMTA) and the Los Angeles Department of Transportation (LADOT), a study area of 74 intersections was determined, consisting of intersections along Wilshire Boulevard as well as parallel corridors such as Sunset Boulevard, Santa Monica Boulevard, Olympic Boulevard, Pico Boulevard, 3rd Street, 6th Street, and 8th Street. Traffic volume forecasts for year 2012 and 2020 conditions (without project and with project

scenarios) were based upon the results of the Southern California Association of Governments (SCAG) 2008 Regional Transportation Plan (RTP) travel demand model.

The *Proposed Project* results in significant traffic impacts at 18 intersections in 2012 and 19 intersections in 2020. Since several intersections are impacted in one year but not in the other, a total of 21 intersections are significantly impacted by the Proposed Project in at least one of the years. With implementation of the recommended mitigation measures, 12 of the 21 significantly impacted intersections are reduced to a level considered less than significant with Proposed Project conditions. Signal upgrades at five of the remaining nine significantly impacted intersections further reduce the project's impact during a.m. and/or p.m. peak hour conditions, but not enough to fully mitigate the project's impact. The following nine intersections are forecast to remain significantly impacted in either year 2012 or 2020 with Proposed Project conditions since no feasible mitigation measure that fully mitigates the project's impact could be identified:

- Veteran Avenue/Sunset Boulevard;
- Bundy Drive/Wilshire Boulevard (partial mitigation measure);
- Veteran Avenue/Santa Monica Boulevard (partial mitigation measure);
- Overland Avenue/Santa Monica Boulevard;
- Westwood Boulevard/Olympic Boulevard (partial mitigation measure);
- Westwood Boulevard/Pico Boulevard;
- Overland Avenue/Pico Boulevard;
- Fairfax Avenue/Wilshire Boulevard (partial mitigation measure); and
- La Brea Avenue/Wilshire Boulevard (partial mitigation measure).

The *Project Alternative A* results in significant traffic impacts at 15 intersections in 2012 and 14 intersections in 2020. Since several intersections are impacted in one year but not in the other, a total of 19 intersections are significantly impacted by the Project Alternative A in at least one of the years. With implementation of the recommended mitigation measures, 10 of the 19 significantly impacted intersections are reduced to a level considered less than significant with Project Alternative A conditions. Signal upgrades at five of the remaining nine significantly impacted intersections further reduce the project's impact during a.m. and/or p.m. peak hour conditions, but not enough to fully mitigate the project's impact. The following nine intersections are forecast to remain significantly impacted in either year 2012 or year 2020 with Project Alternative A conditions since no feasible mitigation measure that fully mitigates the project's impact could be identified:

- Veteran Avenue/Sunset Boulevard;
- Bundy Drive/Wilshire Boulevard (partial mitigation measure);
- Veteran Avenue/Santa Monica Boulevard (partial mitigation measure);
- Overland Avenue/Santa Monica Boulevard;
- Beverly Glen Boulevard/Santa Monica Boulevard;
- Westwood Boulevard/Olympic Boulevard (partial mitigation measure);
- Westwood Boulevard/Pico Boulevard;
- Fairfax Avenue/Wilshire Boulevard (partial mitigation measure); and
- La Brea Avenue/Wilshire Boulevard (partial mitigation measure).

The *Project Alternative A-1* results in significant traffic impacts at 10 intersections in 2012 and 13 intersections in 2020. Since several intersections are impacted in one year but not in the other, a total of 14 intersections are significantly impacted by the Project Alternative A-1 in at least one of the years. With implementation of the recommended mitigation measures, 6 of the 14 significantly impacted intersections are reduced to a level considered less than significant with Project Alternative A-1 conditions. Signal upgrades at three of the remaining eight significantly impacted intersections further reduce the project's impact during a.m. and/or p.m. peak hour conditions, but not enough to fully mitigate the project's impact. The following intersections are forecast to remain significantly impacted in either year 2012 or year 2020 with Project Alternative A-1 conditions since no feasible mitigation measure that fully mitigates the project's impact could be identified:

- Veteran Avenue/Sunset Boulevard;
- Bundy Drive/Wilshire Boulevard (partial mitigation measure);
- Overland Avenue/Santa Monica Boulevard;
- Beverly Glen Boulevard/Santa Monica Boulevard;
- Westwood Boulevard/Pico Boulevard;
- Overland Avenue/Pico Boulevard;
- Fairfax Avenue/Wilshire Boulevard (partial mitigation measure); and
- La Brea Avenue/Wilshire Boulevard (partial mitigation measure).

The *Project Alternative A-2* results in significant traffic impacts at 8 intersections in 2012 and 7 intersections in 2020. Since several intersections are impacted in one year but not in the other, a total of 10 intersections are significantly impacted by the Project Alternative A-2 in at least one of the years. With implementation of the recommended mitigation measures, 4 of the 10 significantly impacted intersections are reduced to a level considered less than significant with Project Alternative A-2 conditions. Signal upgrades at two of the remaining six significantly impacted intersections further reduce the project's impact during a.m. and/or p.m. peak hour conditions, but not enough to fully mitigate the project's impact. The following intersections are forecast to remain significantly impacted in either year 2012 or year 2020 with Project Alternative A-2 conditions since no feasible mitigation measure that fully mitigates the project's impact could be identified:

- Veteran Avenue/Sunset Boulevard;
- Overland Avenue/Santa Monica Boulevard;
- Westwood Boulevard/Pico Boulevard;
- Overland Avenue/Pico Boulevard;
- Fairfax Avenue/Wilshire Boulevard (partial mitigation measure); and
- La Brea Avenue/Wilshire Boulevard (partial mitigation measure).

1.0 INTRODUCTION

This report describes the potential traffic impacts of the Wilshire Boulevard Bus Rapid Transit (BRT) Project in the City and County of Los Angeles, comparing the base year of 2008, year 2012 and year 2020 conditions. The bus lane is expected to begin operations in 2012, therefore 2012 was chosen to represent opening year conditions. The Wilshire Boulevard BRT Project 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 Centinela Avenue on the west to Valencia Street on the east, as well as within Los Angeles County limits from Federal Avenue on the west to Veteran Avenue on the east. This report presents data and discussion on existing travel conditions in the corridor and the expected effects of projected growth in travel demand and impacts of the Wilshire Boulevard BRT project on the future transportation system and traffic conditions. Four project alternatives are evaluated as well as a No Project alternative. A detailed project description is provided below.

1.1 Project Description

The Wilshire Boulevard Bus Rapid Transit (BRT) Project is within a 12.5 mile corridor of Wilshire Boulevard between downtown Los Angeles and the City of Santa Monica and includes approximately 9.7 miles of weekday peak period curbside bus lanes. 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 weekday peak periods; upgrade of the existing transit signal priority system; selective street widening and/or street reconstruction/repaving; and installation of traffic/transit signage and pavement markings, as necessary, to implement dedicated weekday peak period bus lanes.

A variety of activities are proposed along the entire length of the Proposed Project within the City of Los Angeles'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 restriping. 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 Federal Avenue and Veteran Avenue (approximately 0.8 miles) 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 of 10 feet, 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.

1.1.1 Proposed Project

Geographically, the key elements of the Proposed Project can be discussed based upon specific segments of the Wilshire Boulevard corridor under consideration. From east to west, these project segments can be summarized as follows:

- From Valencia Street to Western Avenue (approximately 2.5 miles), existing curb lanes would be converted to peak period bus lanes.

- From Western Avenue to Fairfax Avenue (approximately 3.0 miles), curb lanes would be repaved/resurfaced and converted to peak period bus lanes. The curb lanes in this segment have deteriorated to the point that both buses and vehicles seldom use the lanes because of extreme rough and uneven pavement conditions. Reconstruction of the roadway base (below the pavement surface) and curb and gutters, where damaged, would not only allow buses to consistently use the curb lanes but also improve the traffic capacity of the two adjacent lanes (in each direction) by moving buses from the curb-adjacent lanes to the curb lanes, thereby improving both the vehicular and transit levels of service in this segment.
- From Valencia Street to Fairfax Avenue, approximately 11 parking spaces would be eliminated to accommodate larger or relocated bus stops.
- From Fairfax Avenue to the Beverly Hills city limits at the intersection of San Vicente Boulevard and Wilshire Boulevard (approximately 0.6 miles), existing curb lanes would be converted to peak period bus lanes. The lanes in this segment need only minor surface repairs.
- From the Beverly Hills city limits, west of the intersection of Wilshire Boulevard and Santa Monica Boulevard, to Comstock Avenue (approximately 0.5 miles), existing curb lanes would be 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 necessary. This would allow the realignment of curbs to create new curb lanes, thereby adding peak period bus lanes. A number of parking spaces would be removed in this segment as a result of the removal of the curb jut-outs.
- From Malcolm Avenue to Sepulveda Boulevard (approximately 0.8 miles), existing mixed flow curb lanes would be converted to peak period bus lanes.
- From Sepulveda Boulevard to Federal Avenue (approximately 0.6 miles), the Wilshire BRT Project consists of all work to accommodate roadway and traffic modifications, including transitions back to existing roadway approaches, on the portion of Wilshire Boulevard on County/Federal land. 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. In order to create a new eastbound peak period bus lane, the sidewalk widths on both sides of Wilshire Boulevard would be reduced to a uniform width of 10 feet. 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 Federal Avenue to Barrington Avenue (approximately 0.1 miles), Wilshire Boulevard would be widened by reducing existing sidewalk on the north and south sides, in order to accommodate the addition of a new eastbound bus lane and convert an existing westbound traffic lane to a bus lane. The intersection of Wilshire Boulevard and Federal Avenue is extremely congested in the eastbound direction. The widening of this two-block segment would allow buses to pass safely and quickly through the intersection of Wilshire Boulevard and Federal Avenue and provide a contiguous eastbound bus lane from Centinela Avenue to Bonsall Avenue.

- From Barrington Avenue to Centinela Avenue (approximately 0.8 miles), existing curb lanes would be converted to peak period bus lanes.

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

1.1.2 Project Alternative A

The three key differences between the Project Alternative A and the Proposed Project are summarized, from east to west, as follows:

- Reduction in bus lanes east of South Park View Street;
- Retaining the jut-outs between Comstock Avenue and Malcolm Avenue; and
- Reduction in bus lanes from approximately 300 feet east of Veteran Avenue to the I-405 northbound ramps.

These improvements are presented in **Figure 1-2.**

1.1.3 Project Alternative A-1

The three key differences between the Project Alternative A-1 and the Proposed Project are summarized, from east to west, as follows:

- Reduction in bus lanes east of South Park View Street;
- Reduction in bus lanes between Comstock Avenue and Malcolm Avenue (just west of Selby Avenue), thus retaining the jut-outs within this area; and
- Reduction in bus lanes from approximately 300 feet east of Veteran Avenue to the I-405 northbound ramps.

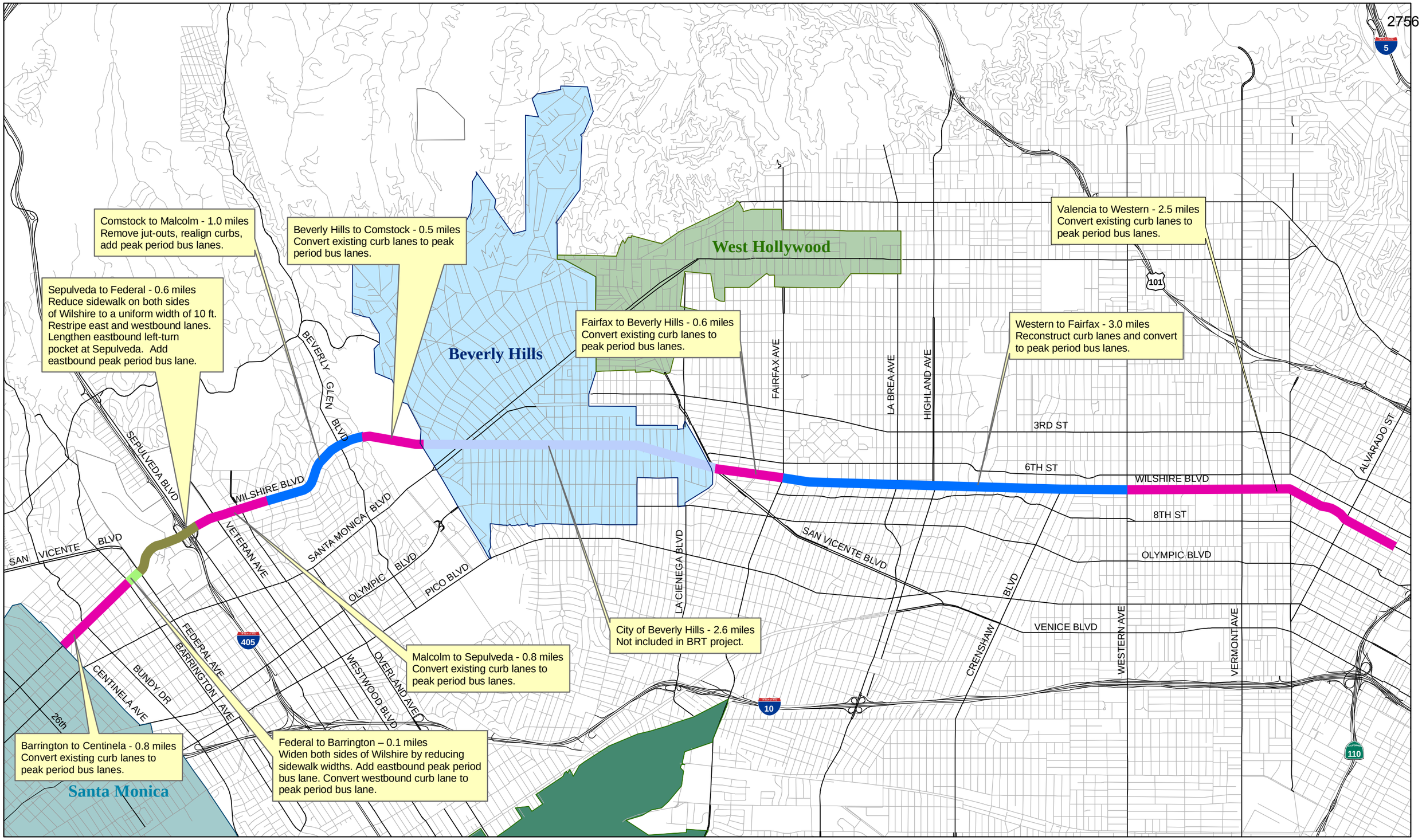
These improvements are presented in **Figure 1-3.**

1.1.4 Project Alternative A-2

The two key differences between the Project Alternative A-2 and the Proposed Project are summarized, from east to west, as follows:

- Reduction in bus lanes east of South Park View Street; and
- Reduction in bus lanes west of the City of Beverly Hills, thus retaining the jut-outs between Comstock Avenue and Malcolm Avenue.

These improvements are presented in **Figure 1-4.**



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Wilshire Blvd BRT Project
Traffic Impact Analysis

Figure 1-1
Proposed Project Segments

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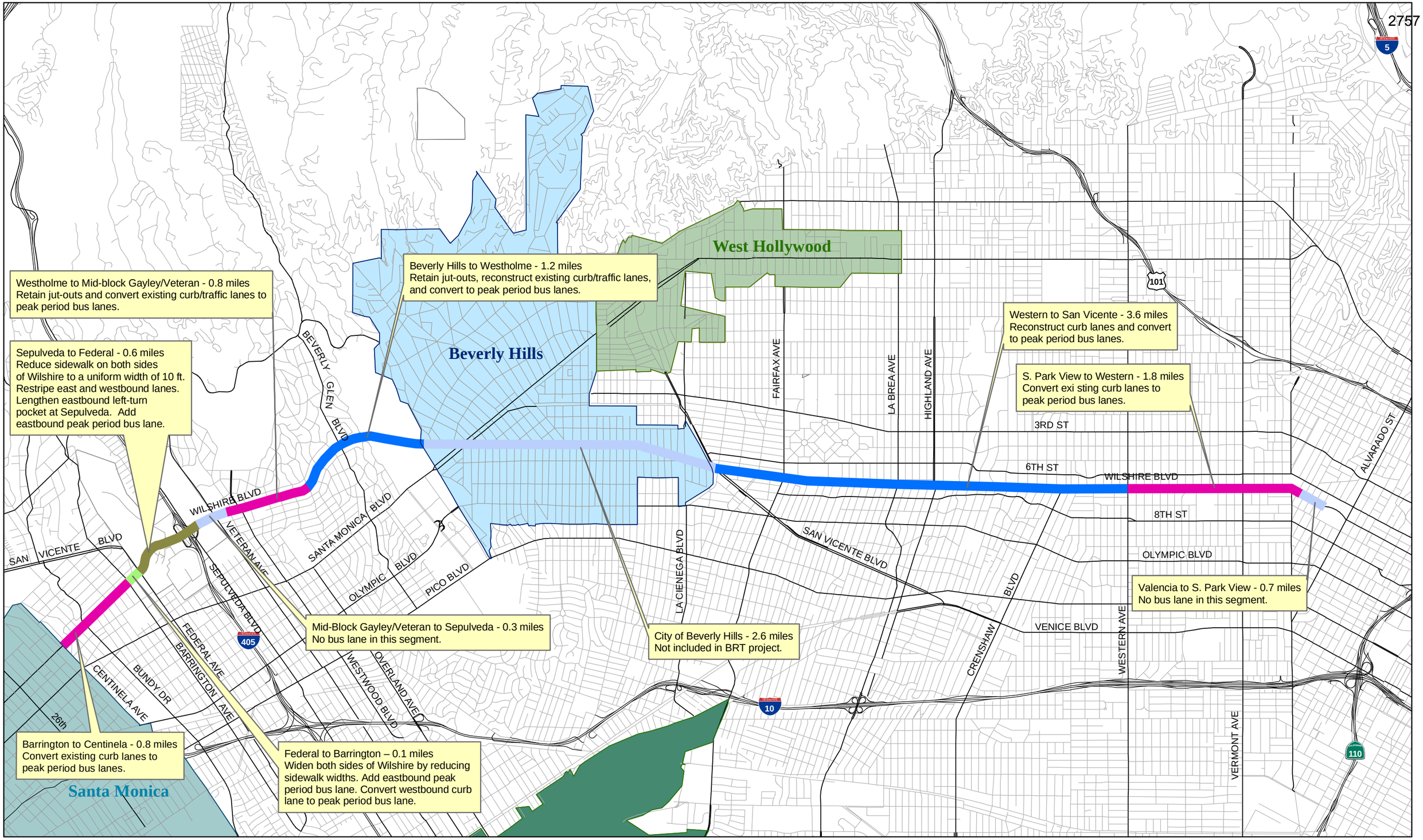

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Wilshire Blvd BRT Project
Traffic Impact Analysis

Figure 1-2
Project Alternative A Segments

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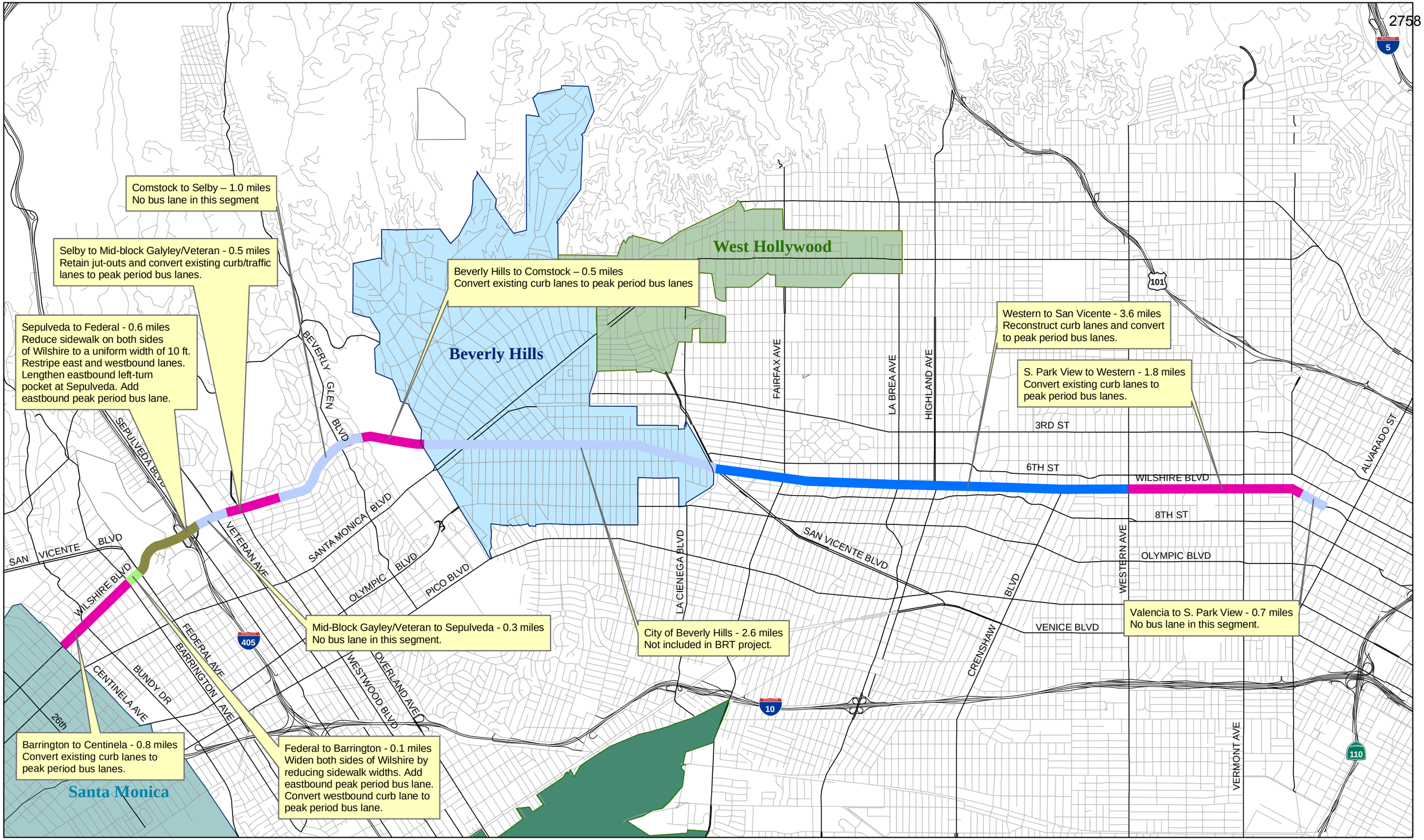

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Wilshire Blvd BRT Project
Traffic Impact Analysis

Figure 1-3
Project Alternative A-1 Segments

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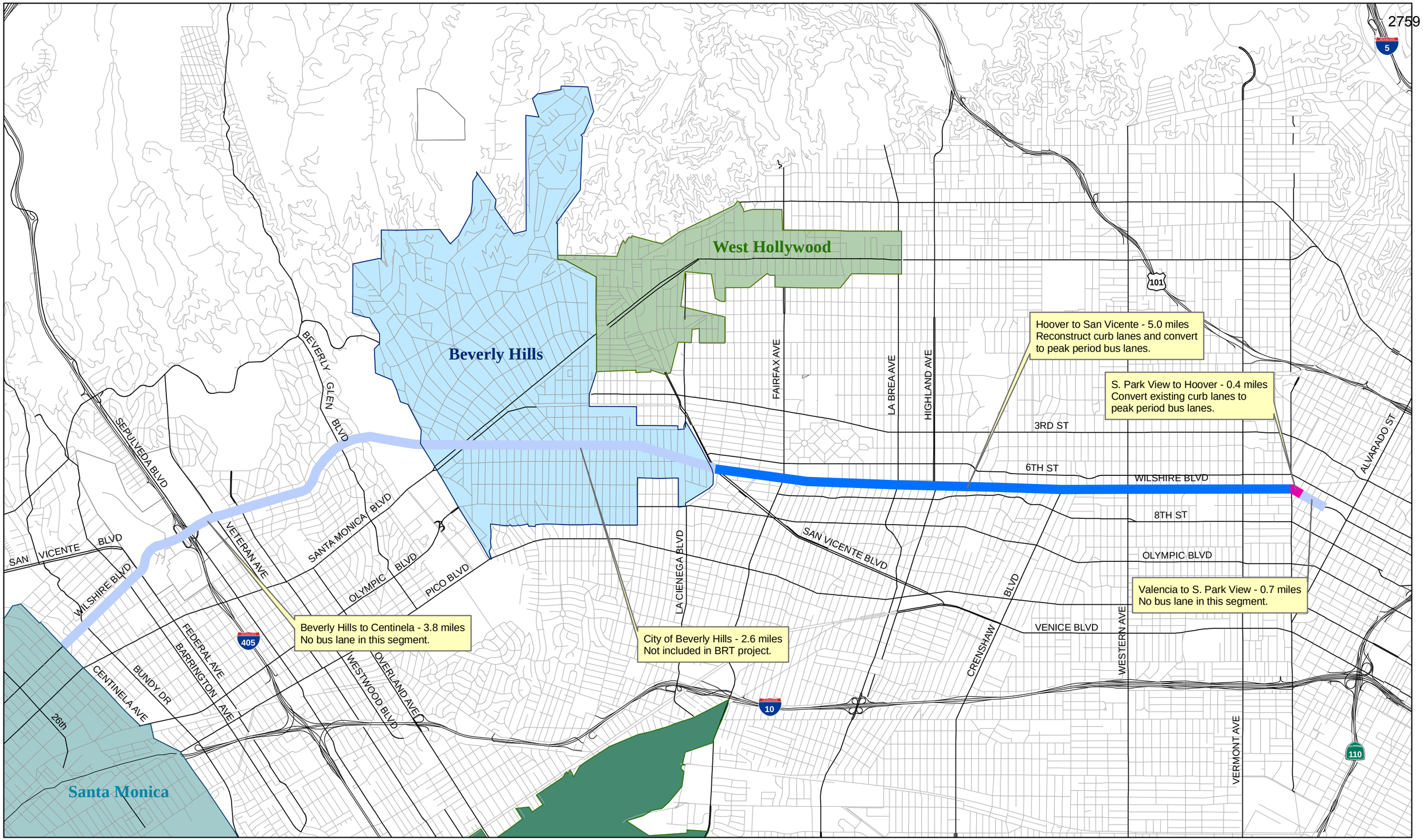

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Wilshire Blvd BRT Project
Traffic Impact Analysis

Figure 1-4
Project Alternative A-2 Segments

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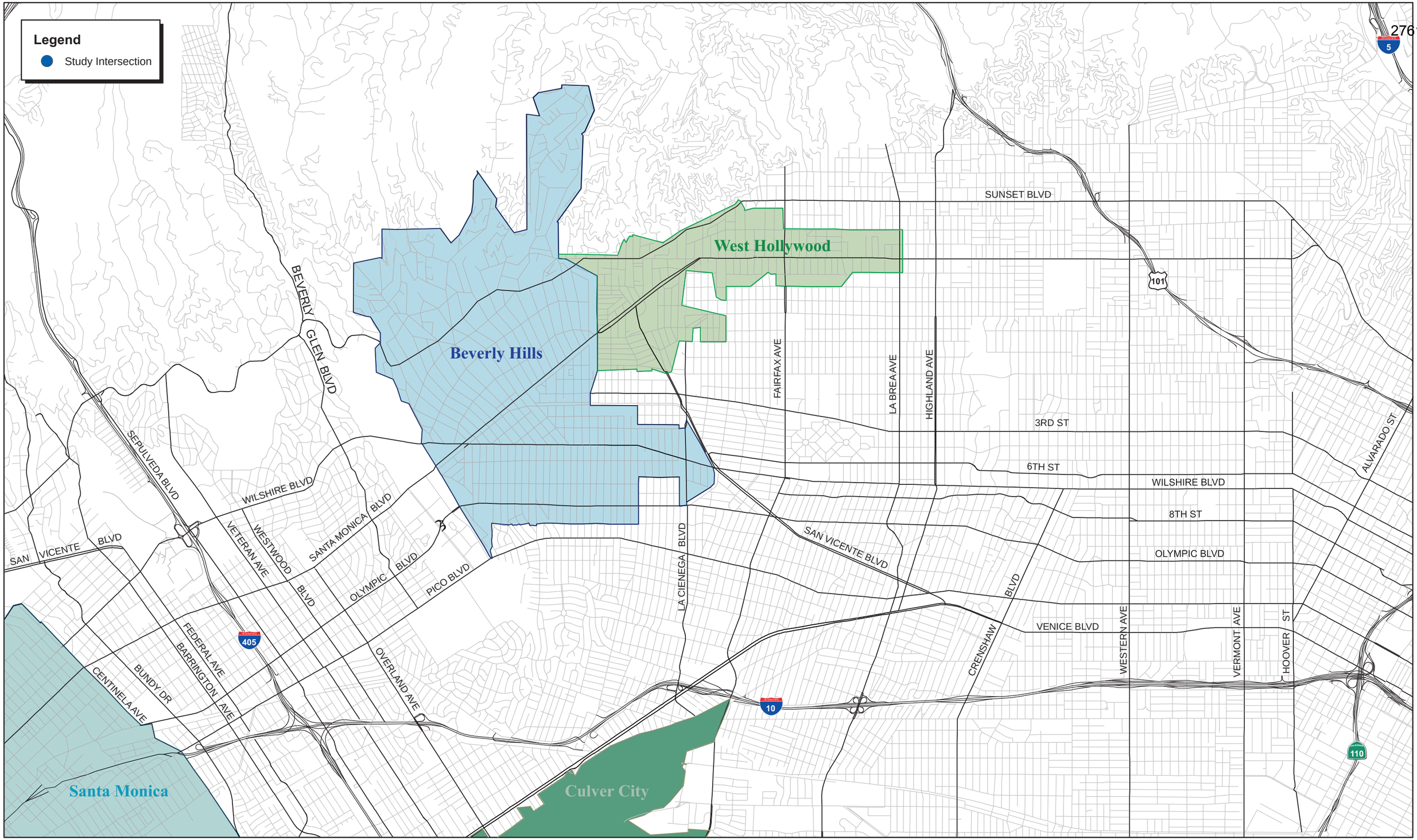
1.2 STUDY AREA

The study area for the traffic analysis was developed in conjunction with the Los Angeles County Metropolitan Transportation Agency (LACMTA) and the Los Angeles Department of Transportation (LADOT) and is intended to include all locations at which geometric changes or changes in traffic patterns, as a result of the project, might impact traffic operations. The general boundary of the traffic study area is illustrated in **Figure 1-5.** To define the traffic study intersections, Iteris conducted preliminary traffic model runs conservatively assuming the loss of a full lane's capacity along Wilshire Boulevard within the project limits due to implementation of the BRT 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, which are discussed later in the report. The results of the model runs showed traffic diversion off Wilshire Boulevard onto parallel east-west corridors. The corridors showing a potentially significant increase in traffic upon implementation of the project include portions of Sunset Boulevard, Santa Monica Boulevard, Olympic Boulevard, Pico Boulevard, 3rd Street, 6th Street, and 8th Street. Therefore, in consultation with LACMTA and LADOT, a final study area consisting of 74 study intersections was determined, as illustrated in **Figure 1-6**. Minimal traffic diversion was seen in the City of Beverly Hills due to the fact that the peak hour bus lane does not run through the city. However, the Wilshire Boulevard/Santa Monica Boulevard intersection, 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.



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Wilshire Blvd BRT Project
Traffic Impact Analysis

Figure 1-5
Study Area

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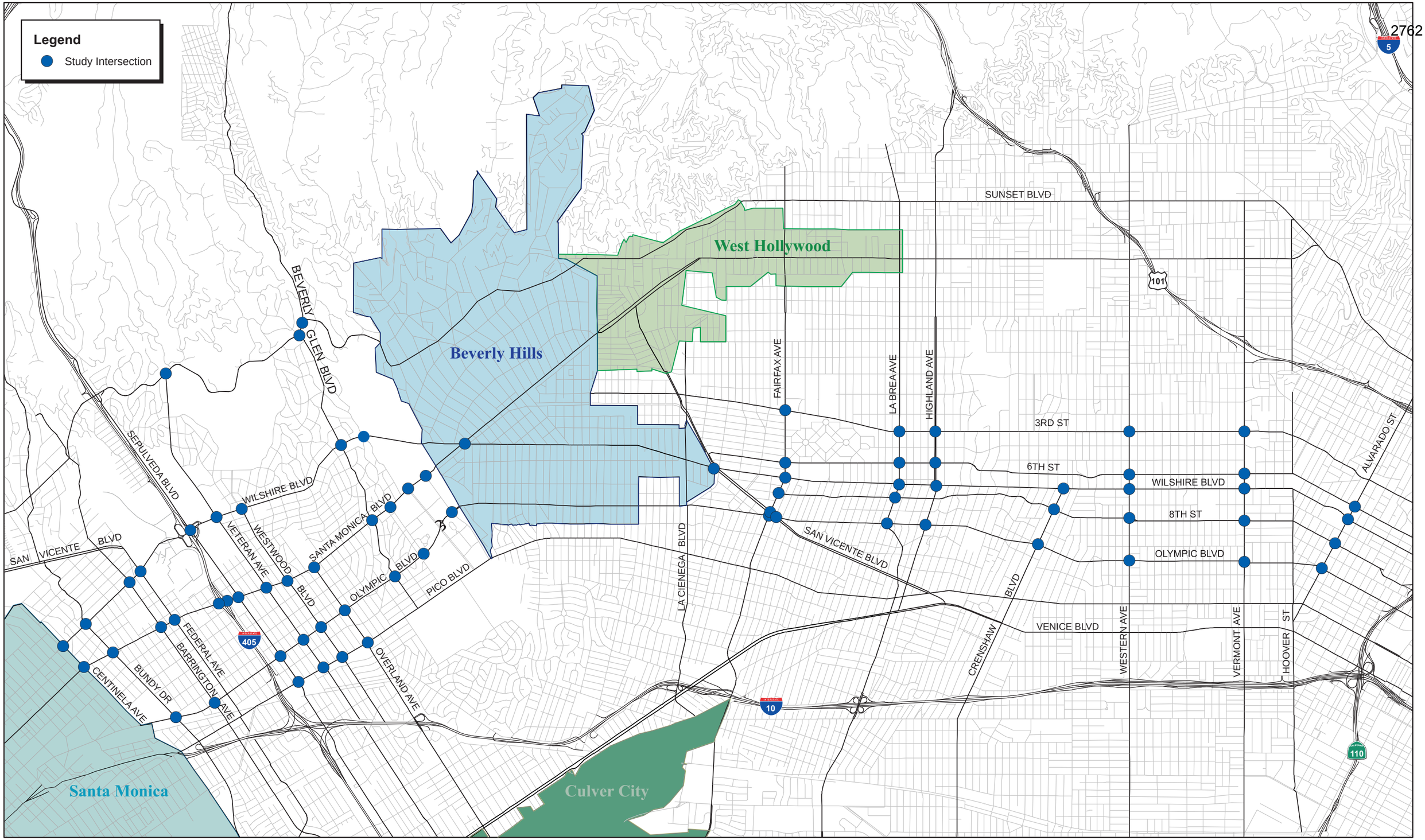

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Wilshire Blvd BRT Project
Traffic Impact Analysis

Figure 1-6
Study Intersections

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2.0 EXISTING CONDITIONS

2.1 AFFECTED ENVIRONMENT

This section presents an overview of the transportation system within the Wilshire Boulevard BRT study area. The roadway system in the study area is comprised of a grid pattern of arterials and collectors generally following a northeast-to-southwest orientation in the western part of the study area (west of the City of Beverly Hills) and an east-to-west orientation in the eastern part of the study area (east of the City of Beverly Hills).

2.2 FREEWAY NETWORK

The following is a description of the freeway network that provides regional access to the study area.

Santa Monica Freeway (I-10) is a major east-west freeway that parallels Wilshire Boulevard, south of the study area. This freeway is one of the busiest in the nation and carries some of the highest daily traffic volumes in the country. Based on annual counts conducted by California Department of Transportation (Caltrans), the existing (2007) average daily traffic (ADT) on I-10 ranges from 199,000 (east of Centinela Avenue) to 323,000 (east of Vermont Avenue). The I-10 Freeway varies between three and five general-purpose lanes in each direction, with several sections having additional lanes within the auxiliary lanes and/or collector/distributor roadways. Access ramps to/from the I-10 Freeway serving the study area include the following:

- Centinela Avenue (westbound on and off/eastbound on);
- Bundy Drive (westbound off/eastbound on);
- Overland Avenue/National Boulevard;
- National Boulevard (westbound off/eastbound on);
- Robertson Boulevard;
- La Cienega Boulevard;
- Fairfax Avenue;
- La Brea Avenue;
- Crenshaw Boulevard;
- Western Avenue;
- Vermont Avenue;
- Hoover Street.

San Diego Freeway (I-405) is a major north-south freeway that connects the San Fernando Valley and points north to the west side of Los Angeles and south to Long Beach and Orange County. The freeway varies between four and five lanes in each direction with several sections having auxiliary lanes. Based on annual counts conducted by Caltrans, the existing (2007) ADT on I-405 ranges from 280,000 (south of Venice Boulevard) to 308,000 (between Venice Boulevard and Olympic Boulevard). The I-405 Freeway has a high-occupancy vehicle (HOV) lane southbound from the north to Santa Monica Boulevard. Construction is scheduled for completion in 2012 on an extension of the HOV lanes southbound between Santa Monica Boulevard and the Marina (SR-90) Freeway, and northbound between the Marina (SR-90)

Freeway and the Santa Monica (I-10) Freeway. Access ramps to/from the I-405 Freeway serving the study area include the following:

- Sunset Boulevard;
- Montana Avenue (northbound off-ramp only);
- Wilshire Boulevard;
- Santa Monica Boulevard;
- Olympic Boulevard/Pico Boulevard (southbound off/northbound on).

2.3 ARTERIAL NETWORK

Most daily travel (in terms of vehicle miles traveled, or VMT) in the study area occurs on surface streets. The entire corridor study area is within the jurisdiction of the City of Los Angeles, County of Los Angeles, or City of Beverly Hills. Roadways in these jurisdictions have functional classifications that include Major Highway, Secondary Highway, Collector Street and Local Street. A brief description of each of these types of roadways is provided below:

- A Major Highway (Class I) has three full-time through lanes in each direction, one part time parking lane in each direction and one median/left turn lane with 12' sidewalks on both sides.
- A Major Highway (Class II) has two full-time through lanes in each direction, one part time parking lane in each direction and one median/left turn lane with 12' sidewalks on both sides.
- A Secondary Highway has two full-time through lanes in each direction, all-day permitted parking and one median/left turn lane with 10' sidewalks on both sides.
- A standard Collector Street has one full time lane in each direction, one full-time parking lane in each direction and 10' sidewalks on both sides.

These descriptions are the "ultimate" configuration expected for each roadway classification. In practice, roadways are generally not built-out to their ultimate classification.

The existing configurations of the significant roadways within the study corridor are described below:

2.3.1 MAJOR EAST/WEST ROADWAYS

- ***Sunset Boulevard*** is a major highway class II with two lanes in each direction. On-street parking is prohibited along Sunset Boulevard within the study area.
- ***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 limits, on-street parking is permitted on both sides of the street except during peak periods (7 a.m. to 9 a.m., 4 p.m. to 7 p.m.) in most areas on Wilshire Boulevard.
- ***Santa Monica Boulevard*** is a major highway class II that generally has two lanes in each direction. Between Bundy Drive and Sawtelle Boulevard, morning and evening peak period parking restrictions provide for a third travel lane in each direction. On-street parking is

permitted on both sides of the street except during peak periods (7 a.m. to 9 a.m., 4 p.m. to 7 p.m.) between Bundy Drive and Sawtelle Boulevard. Between the I-405 Freeway and the Beverly Hills City limits, Santa Monica Boulevard has three lanes in each direction.

- ***Olympic Boulevard*** is a major highway class II with three to four lanes in each direction. In the City of Los Angeles, on-street parking is permitted on both sides of the street between Centinela Avenue and Sawtelle Boulevard. On-street parking is permitted on the south side of the street except between 7 a.m. to 7 p.m. and on the north side of the street between 3 p.m. to 7 p.m. east of Sawtelle Boulevard.
- ***Pico Boulevard*** is a major highway class II with two lanes in each direction. In the City of Los Angeles, morning and evening peak-hour parking restrictions provide a third lane in each direction east of Gateway Boulevard. On-street parking is permitted west of Gateway Boulevard and is permitted except between 3 p.m. and 7 p.m. east of Gateway Boulevard.
- ***3rd Street*** is a secondary highway with two lanes in each direction. On-street parking is permitted on both sides of the street.
- ***6th Street*** is a secondary highway with two lanes in each direction east of Fairfax Avenue and a collector street with two lanes in each direction west of Fairfax Avenue. On-street parking is permitted on both sides of the street at most locations west of La Brea Avenue and at some locations east of La Brea Avenue within the study area.
- ***8th Street*** is a secondary highway with two lanes in each direction east of Crenshaw Boulevard within the study area. Between Crenshaw Boulevard and Fairfax Avenue, 8th Street is a collector street with one lane in each direction. On-street parking is permitted on both sides of the street.
- ***San Vicente Boulevard***, in the western part of the study area, is a secondary highway with two lanes in each direction, with on-street parking permitted on both sides of the street. In the eastern part of the study area, San Vicente Boulevard is a major highway class II with three lanes in each direction. On-street parking is permitted on both sides of the street.

2.3.2 *Major North/South Roadways*

- ***Centinela Avenue*** is a collector street with one lane in each direction north of Pico Boulevard and two lanes in each direction between Pico Boulevard and Ocean Park Boulevard. A separate segment of Centinela Avenue is a major highway class II with two lanes in each direction south of National Boulevard and is the southern continuation of Bundy Drive. On-street parking is permitted on both sides of the street.
- ***Bundy Drive*** is a major highway with two lanes in each direction south of Pico Boulevard and a secondary highway with one lane in each direction north of Pico Boulevard. During weekdays between 7 a.m. and 7 p.m., curbside parking is prohibited allowing for a second lane in each direction. On-street parking is permitted on both sides of the street south of the I-10 eastbound on-ramp.
- ***Barrington Avenue*** is a secondary highway with two lanes in each direction between Olympic Boulevard and Navy Street and one lane in each direction north of Olympic Boulevard. It is a

collector street south of Navy Street with one lane in each direction. On-street parking is permitted on both sides of the street.

- ***Federal Avenue*** is a collector street with one lane in each direction. On-street parking is permitted on both sides of the street in most areas.
- ***Sepulveda Boulevard*** is a major highway with two lanes in each direction. On-street parking is permitted on both sides of the street except on the west side between Santa Monica Boulevard and Exposition Boulevard.
- ***Veteran Avenue*** is a collector street with one lane in each direction between Ohio Avenue and Pico Boulevard with on-street parking permitted on both sides of the street. It is a secondary highway north of Ohio Avenue, with two lanes in each direction north of Wilshire Boulevard.
- ***Westwood Boulevard*** is a secondary highway with one lane northbound and two southbound lanes. During peak hours, an additional northbound lane is provided north of Pico Boulevard. On-street parking is permitted on both sides of the street south of Pico Boulevard and on the west side north of Pico Boulevard. On-street parking is permitted on the east side of the street north of Pico Boulevard except during peak hours.
- ***Overland Avenue*** is a major highway class II with two lanes in each direction south of Pico Boulevard and a secondary highway with one lane in each direction north of Pico Boulevard. On-street parking is permitted on both sides of the street except in the vicinity of the I-10 Freeway.
- ***Beverly Glen Boulevard*** is a major highway class II with two lanes in each direction south of Wilshire Boulevard and a secondary highway with one lane in each direction between Wilshire Boulevard and Sunset Boulevard. On-street parking is permitted on both sides of the street.
- ***Century Park West*** is a secondary highway with two to three lanes in each direction. On-street parking is permitted on the east side of the street at some locations.
- ***Avenue of the Stars*** is a major highway class II with three lanes in each direction. On-street parking is prohibited on both sides of the street.
- ***Century Park East*** is a secondary highway with three lanes in each direction between Santa Monica Boulevard and Constellation Boulevard. South of Constellation Boulevard, Century Park East consists of two southbound lanes and three northbound lanes. On-street parking is prohibited on both sides of the street in most areas.
- ***Comstock Avenue*** is a collector street with one lane in each direction with on-street parking permitted on both sides of the street.
- ***Fairfax Avenue*** is a secondary highway with two lanes in each direction. On-street parking is permitted on both sides of the street at some locations.
- ***La Brea Avenue*** is a major highway class II with three lanes in each direction. On-street parking is permitted on both sides of the street at some locations.
- ***Highland Avenue*** is a secondary highway with two lanes in each direction north of Wilshire Boulevard and one lane in each direction south of Wilshire Boulevard. On-street parking is permitted on both sides of the street.

- ***Crenshaw Boulevard*** is a major highway class II with two lanes in each direction. On-street parking is permitted on both sides of the street at some locations.
- ***Western Avenue*** is a major highway class II with two lanes in each direction. On-street parking is permitted on both sides of the street.
- ***Vermont Avenue*** is a major highway class II with three lanes in each direction north of Wilshire Boulevard and two lanes in each direction south of Wilshire Boulevard. On-street parking is permitted on both sides of the street south of Wilshire Boulevard.
- ***Alvarado Street*** is a major highway class II with three lanes in each direction north of Olympic Boulevard and two lanes in each direction south of Olympic Boulevard. North of Olympic Boulevard, on-street parking is prohibited on the west side of the street during the a.m. peak period (7 a.m. to 9 a.m.) to allow for a third southbound travel lane and prohibited on the east side of the street during the p.m. peak period (4 p.m. to 7 p.m.) to allow for a third northbound travel lane.

2.4 TRANSIT SERVICES

The transit system serving the study area is comprised of an integrated system of bus and rail transit services provided by several operators including LACMTA and LADOT. The following transit lines currently serve the study area:

- Santa Monica Big Blue Bus Line 2
- Metro Local 20
- Metro Rapid 710, 720, 761
- Metro Purple Line (Wilshire/Vermont, Wilshire/Western, Wilshire/Alvarado)
- LADOT Commuter Express 431, 534, 573
- Antelope Valley Transit 786

3.0 ANALYSIS METHODOLOGY AND SIGNIFICANCE CRITERIA

3.1 INTERSECTION ANALYSIS

The analysis of traffic operations at intersections in this study utilizes the *Highway Capacity Manual* (HCM) Operations Analysis Methodology to quantify existing conditions and future (2012 and 2020) conditions at all intersections with and without the Proposed Project. The Operations Analysis Methodology yields a rating of conditions at an intersection based on the average number of seconds of delay experienced by vehicles traveling through the intersection. Levels of service range from LOS A (free flow conditions) to LOS F (extreme congestion with very significant delay) as shown in **Table 3-1**.

TABLE 3-1: LOS CRITERIA FOR INTERSECTIONS

Level of Service	Control Delay Per Vehicle (sec) – Signalized Intersections	Control Delay Per Vehicle (sec) – UnSignalized Intersections
A	≤10	<10
B	> 10 and ≤ 20	> 10 and ≤ 15
C	> 20 and ≤ 35	> 15 and ≤ 25
D	> 35 and ≤ 55	> 25 and ≤ 35
E	> 55 and ≤ 80	> 35 and ≤ 50
F	> 80	> 50

For this study, the threshold of significance is based on the amount of change in average vehicular delay experienced by vehicles through the intersection. This methodology provides a more accurate assessment of the impact of signal operational changes, such as signal timing and phasing, as well as changes in lane configurations, than would a measure based on V/C ratios. The City of Los Angeles employs the Critical Movement Analysis (CMA) methodology for traffic impact studies for development projects using increase in V/C ratio to determine a significant impact. However, for analysis of transit projects, the City has an established history of using HCM. The relation between increase in V/C and its comparable increase in delay is discussed in the following paragraphs.

The seconds of delay in the impact threshold criteria used in this study were derived from the relative change in the V/C ratio from the comparable City thresholds under the CMA methodology. That is, the traditional impact threshold of 0.01 change in V/C at LOS E (which has a range of V/Cs of 0.10) is 10 percent of the range for that LOS. This is equivalent to a 2.5 second change at LOS E (which has a 25 second range, from 55 to 80 seconds) for signalized intersections. The traditional impact threshold of 0.02 change in V/C at LOS D (which has a range of V/Cs of 0.10) is 20 percent of the range for that LOS, which is equivalent to a 4.0 second change at LOS D (which has a 20 second range, from 35 to 55 seconds). The traditional impact threshold of 0.04 change in V/C at LOS C (which has a range of V/Cs of 0.10) is 40 percent of the range for that LOS, which is equivalent to a 6.0 second change at LOS C (which has a 15 second range, from 20 to 35 seconds) using the 2000 HCM methodology shown in **Table 3-1**. These thresholds of significance were reviewed and approved by LADOT.

Accordingly, the definition of a significant impact is as follows:

- At level of service C under with project conditions, the project related increase is equal to or greater than 6.0 seconds, or
- At level of service D under with project conditions, the project related increase is equal to or greater than 4.0 seconds, or
- At level of service E and F under with project conditions, the project related increase is equal to or greater than 2.5 seconds.

This methodology is used to evaluate the impacts of project-related traffic, as well as the effects of transit operations on signalized intersections. Mitigation of impacts based on these guidelines would

likely require traffic signal modifications and/or physical improvements, such as additional through or turn lanes at intersections, new traffic signals and possible road widening.

In the analysis of future conditions, there are instances where the average intersection delay is reduced with implementation of the project. In most cases, these reductions are caused by a shift of traffic from high-delay movements (generally left-turns) to lower-delay movements. In addition, with implementation of the project, utilization of the through lanes on Wilshire Boulevard will become more balanced, which also tends to reduce overall delay. However, this does not mean that all vehicles traveling through intersections showing lower average delays will experience reduced delays, simply that the average delay per vehicle would be reduced. Some vehicles are likely to experience an increased delay.

3.2 Local Residential Street Analysis

A local residential street is deemed significantly impacted based on an increase in the projected average daily traffic (ADT) volumes as shown in **Table 3-2**.

Table 3-2: Significant Impact Criteria on Local Residential Streets

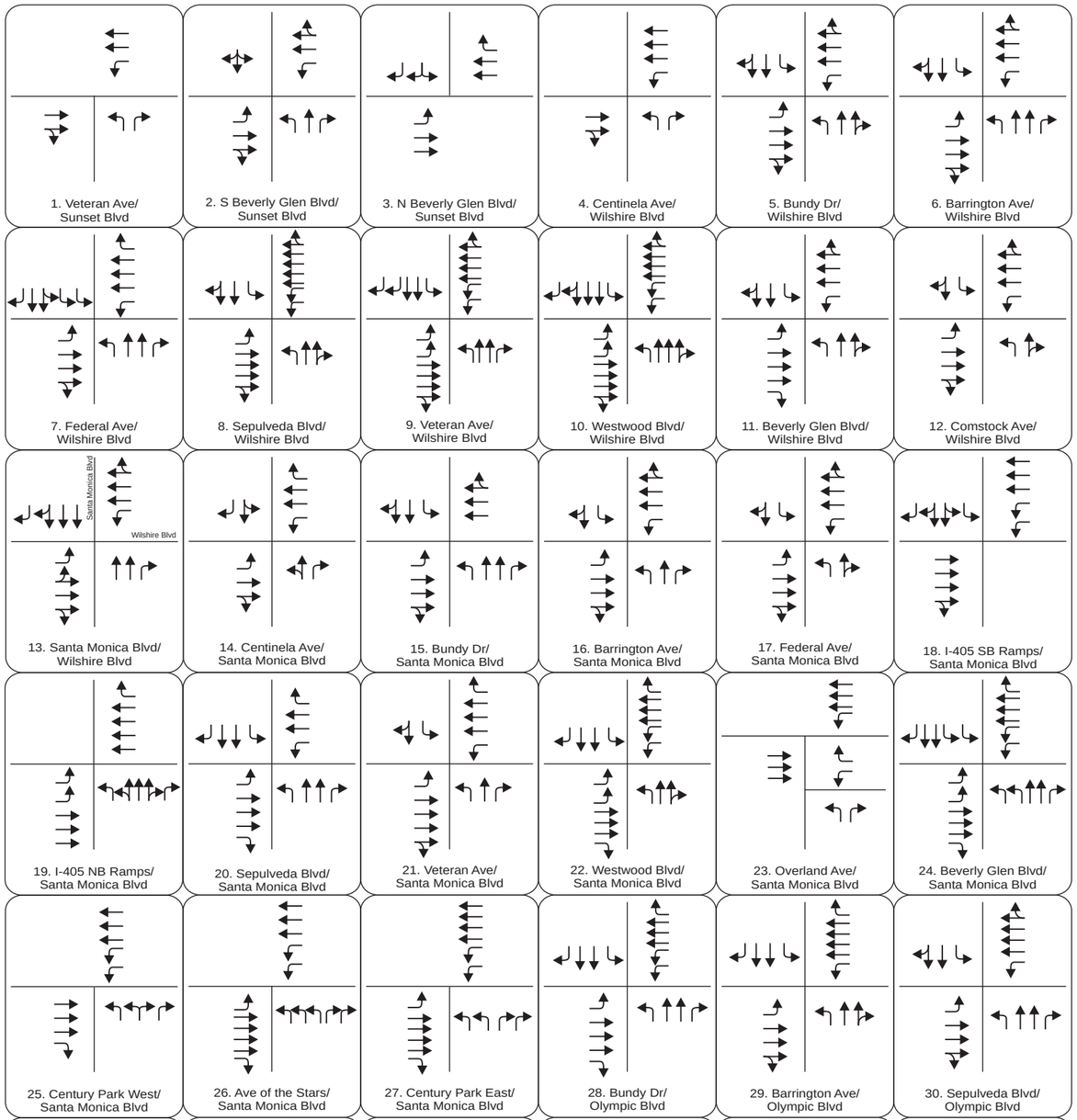
Projected Average Daily Traffic with Project (Final ADT)	Project-Related Increase in ADT
0 to 999	16 percent or more of final ADT*
1,000 or more	12 percent or more of final ADT
2,000 or more	10 percent or more of final ADT
3,000 or more	8 percent or more of final ADT

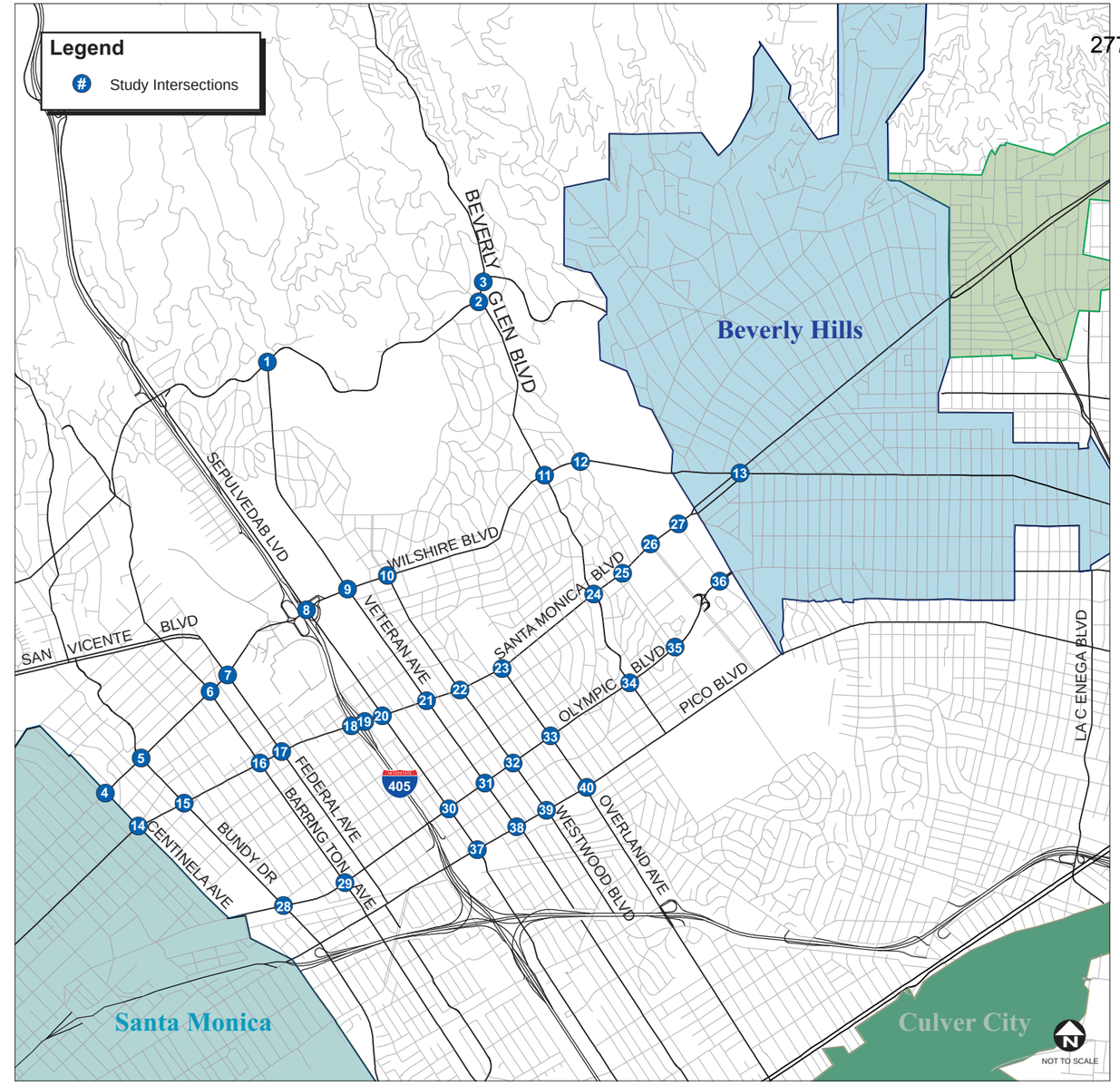
* For projects in West Los Angeles Transportation Improvement and Mitigation Specific Plan area, use 120 or more trips.

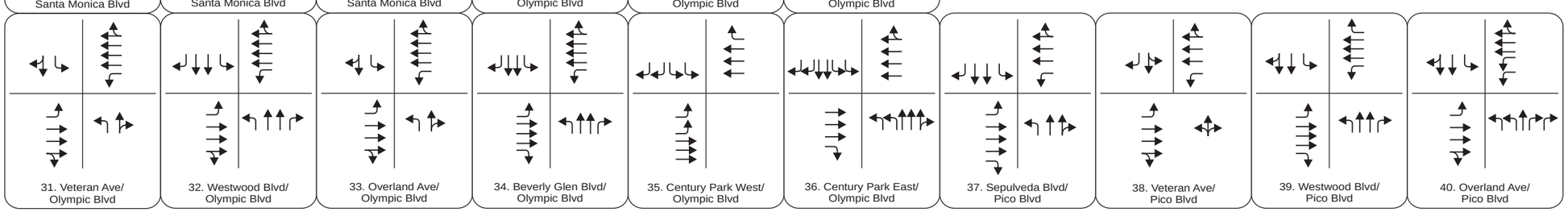
4.0 EXISTING INTERSECTION LEVELS OF SERVICE

A total of 74 intersections in the vicinity of the Wilshire Boulevard corridor were selected for detailed level of service (LOS) analysis in this study. The intersections were chosen in consultation with the City of Los Angeles Department of Transportation (LADOT) based on the preliminary traffic model runs as described earlier. They represent key intersections along the Wilshire Boulevard corridor as well as intersections along parallel corridors that may be potentially affected by traffic diversion upon implementation of the BRT project. The existing lane configurations of these intersections are illustrated in **Figure 4-1.**

Detailed weekday a.m. peak period (7:00-10:00 a.m.) and p.m. peak period (4:00-7:00 p.m.) turning movement traffic counts were collected at most of the study intersections during October 2008. At the Sepulveda Boulevard/Wilshire Boulevard and Westwood Boulevard/Wilshire Boulevard intersections, traffic count data from February 2008 was used. At the Santa Monica Boulevard/Wilshire Boulevard intersection in the City of Beverly Hills, traffic count data collected for the *Beverly Hills Gateway Project EIR (Fehr and Peers, June 2008)* was used. Because of concerns over accuracy of October 2008 count data at these three intersections, previous traffic counts were used. Traffic count sheets are included in **Appendix A**. **Figure 4-2** shows the existing peak hour volumes at the study intersections.







ITERIS

Wilshire Blvd BRT Project
Traffic Impact Analysis

FIGURE 4-1A
Existing Lane Configuration

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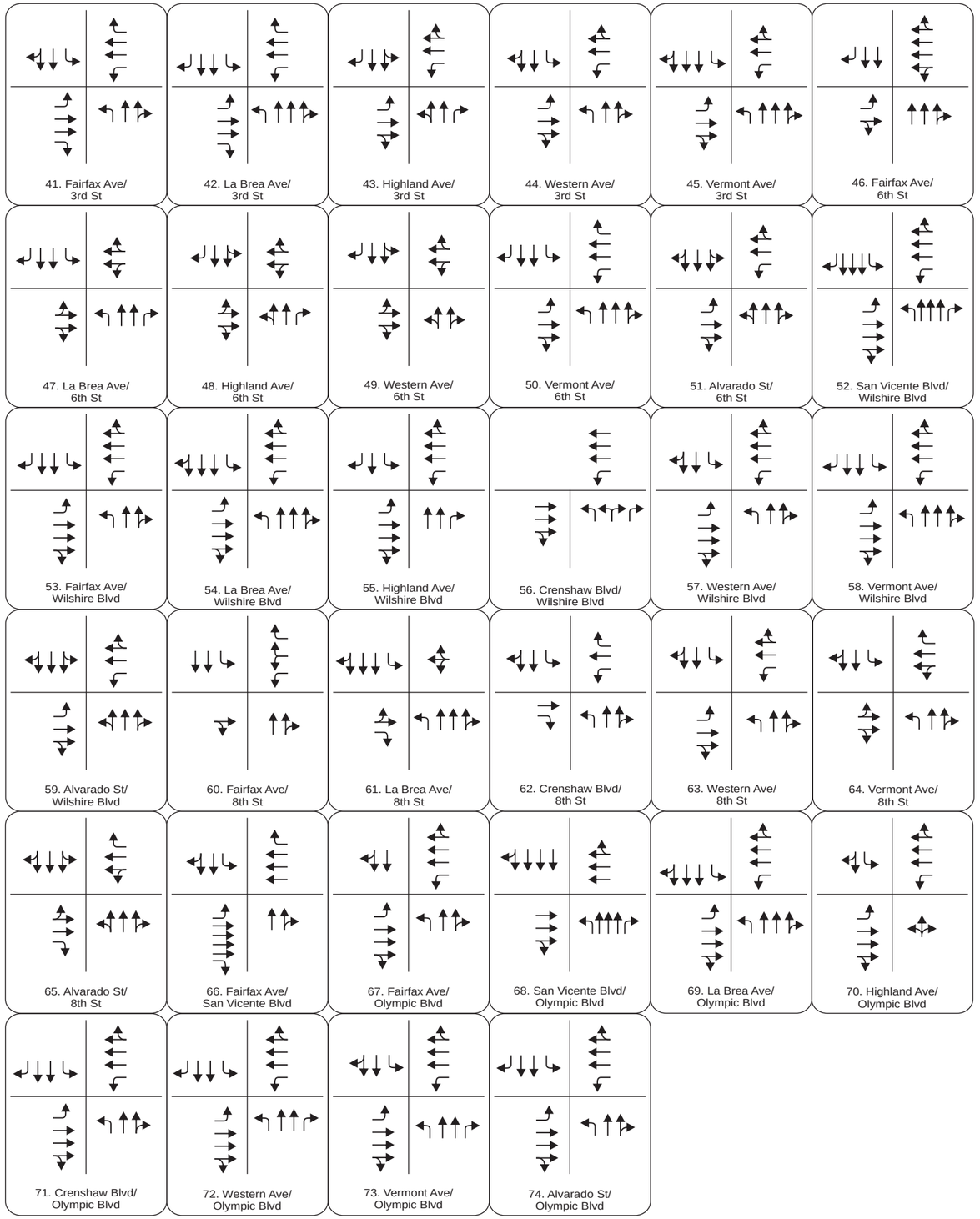

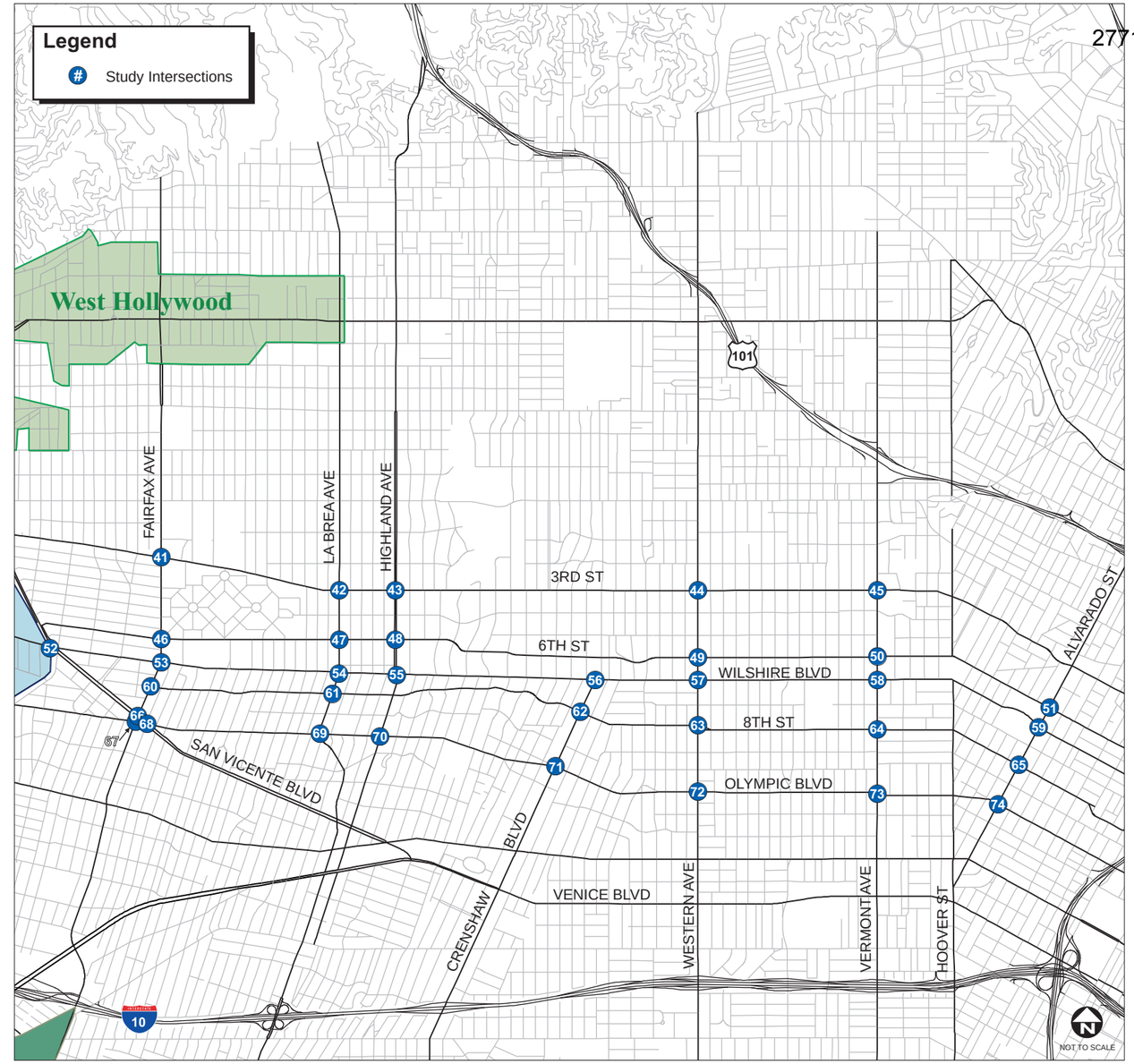

ITERIS

Wilshire Blvd BRT Project
Traffic Impact Analysis

FIGURE 4-1B
Existing Lane Configuration

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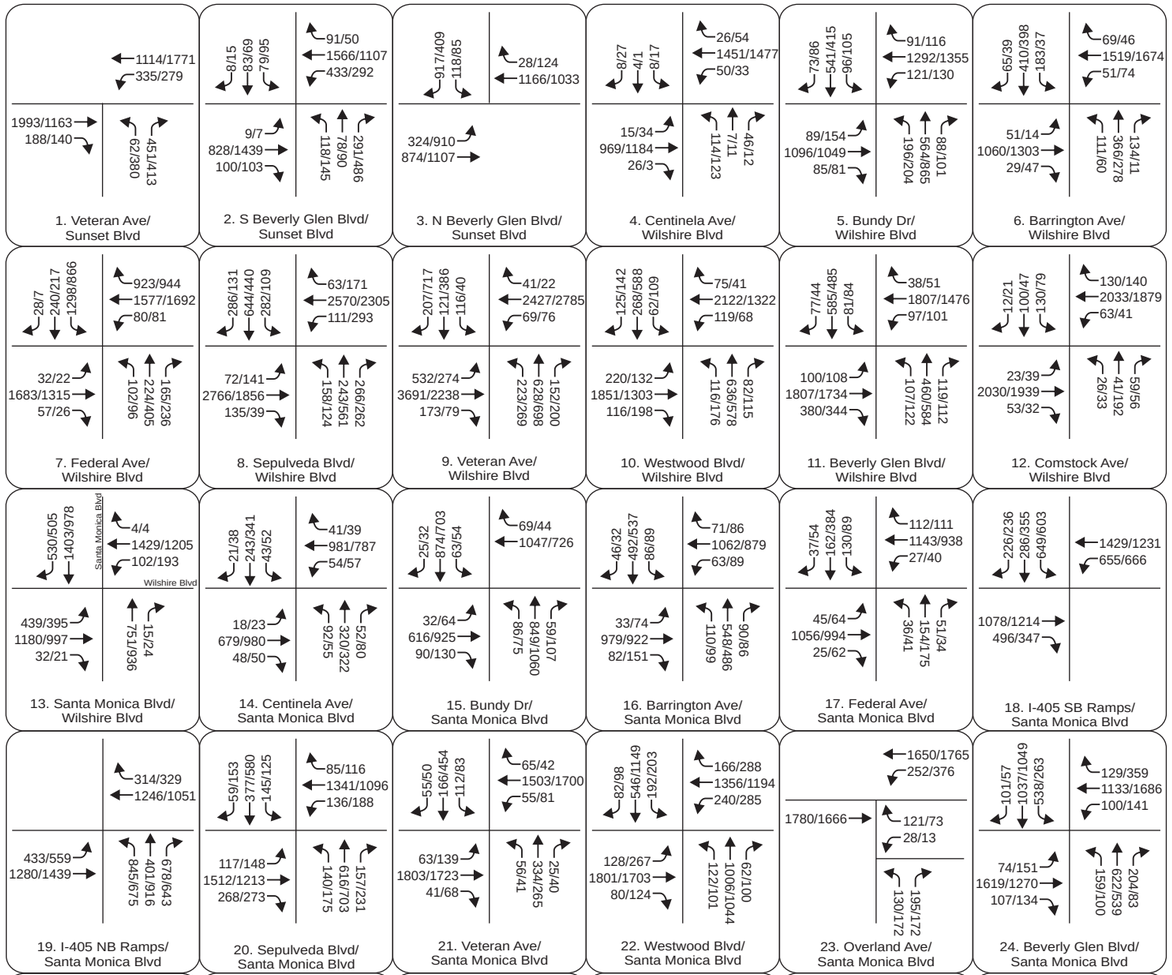

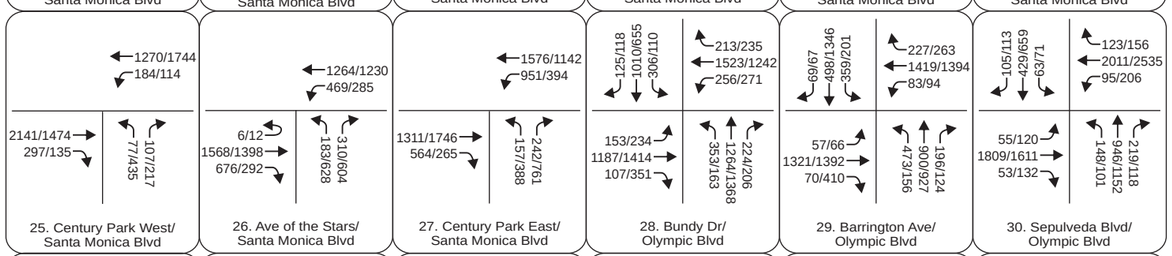

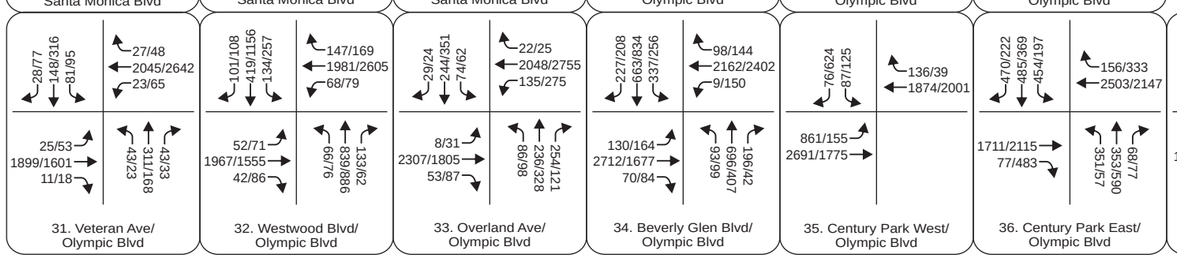

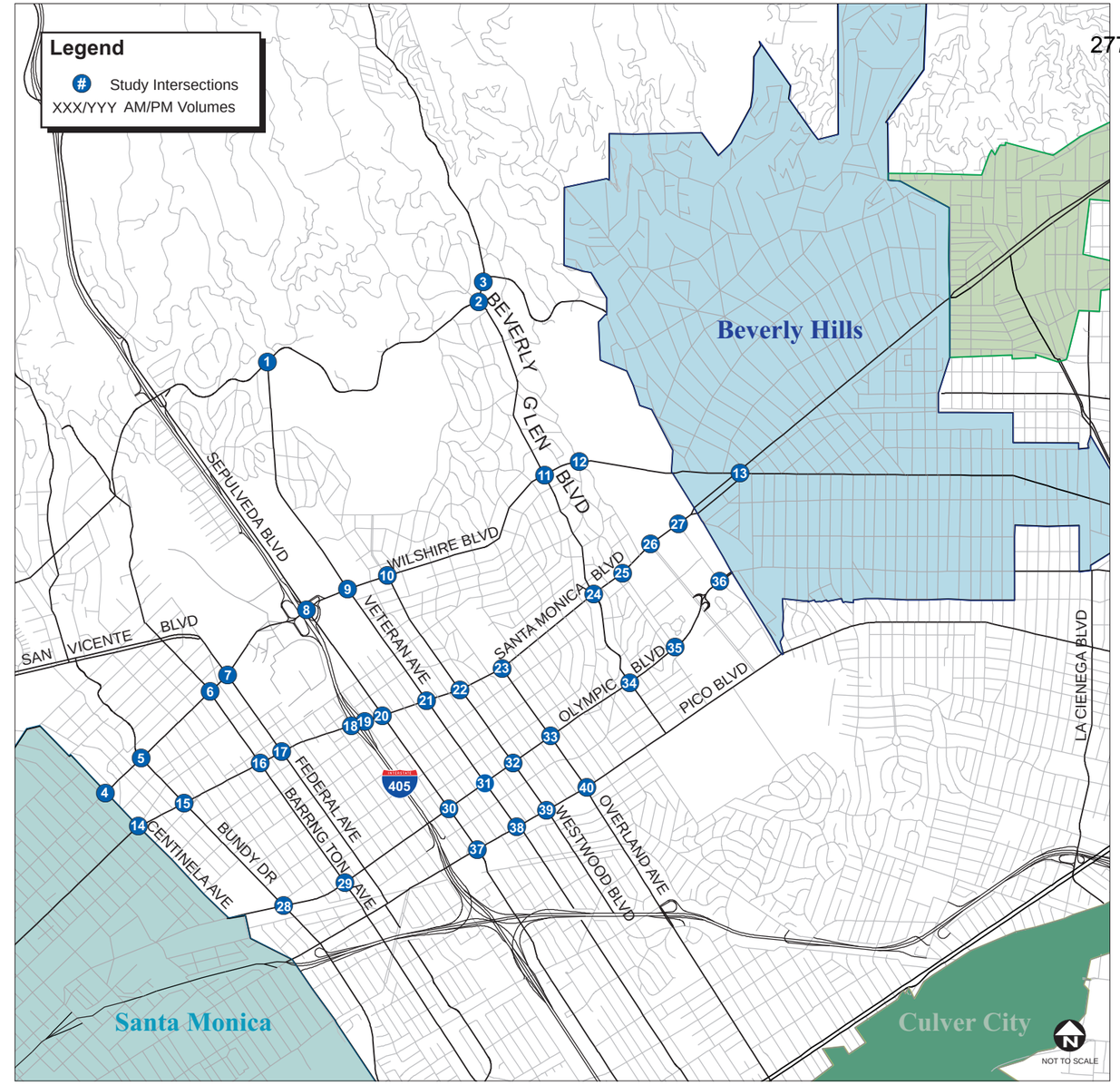

ITERIS

Wilshire Blvd BRT Project
Traffic Impact Analysis

FIGURE 4-2A
Existing Peak Hour Volumes

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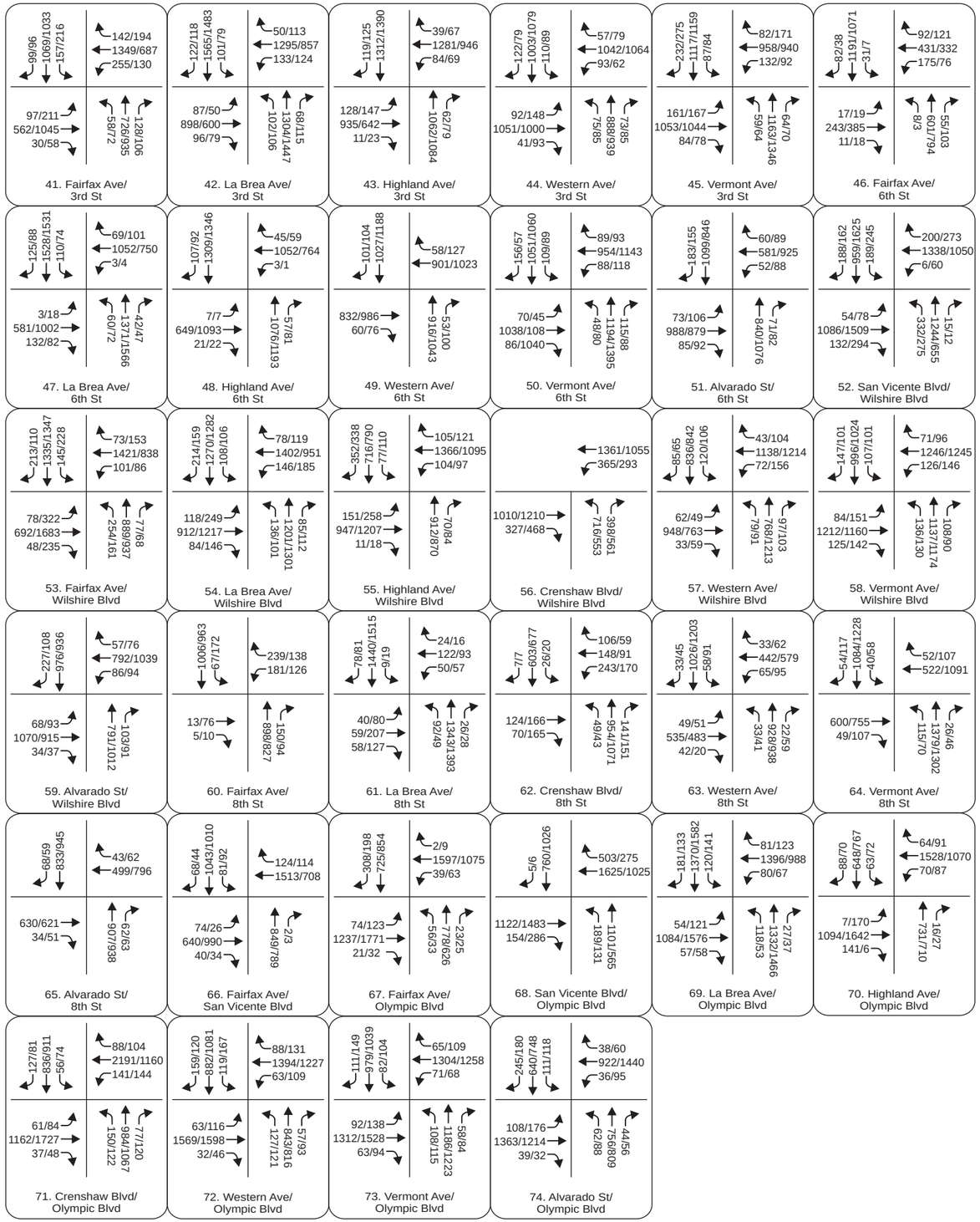
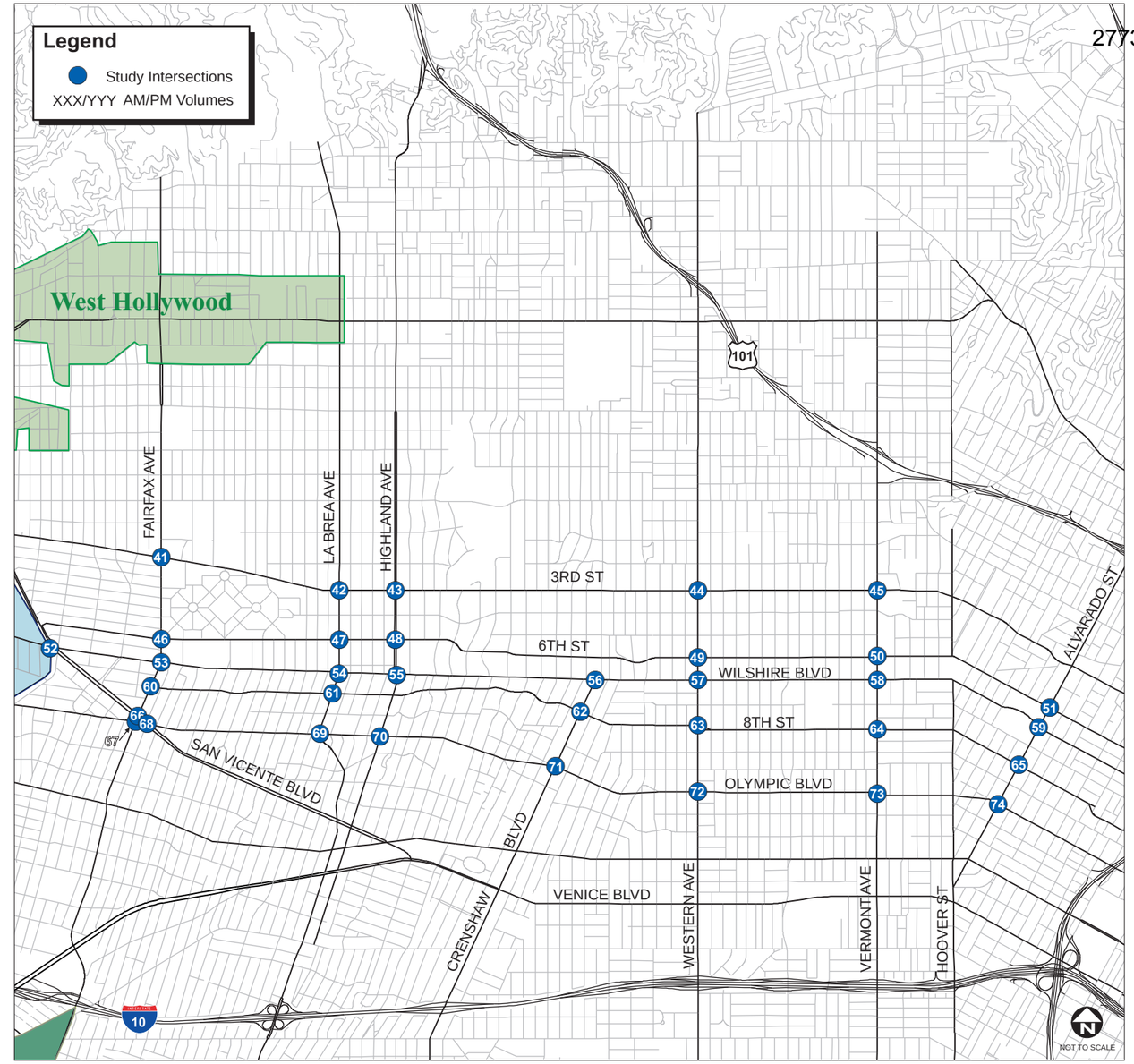




ITERIS

Wilshire Blvd BRT Project
Traffic Impact Analysis

FIGURE 4-2B
Existing Peak Hour Volumes

Q:\2008\16\Jobs\J08-1643 Wilshire Bus Lane\gra\BaseMap.cdr

As part of the analysis, signal timing data at all City of Los Angeles study intersections and lane widths along Wilshire Boulevard were provided by LADOT. Peak hour factors at each intersection were calculated from existing count data. The peak hour factor defines the relationship between the peak 15 minutes of traffic volume within the peak hour and the traffic volume over the entire peak hour. Peak hour factors generally range from 0.25 (highly concentrated traffic within 15-minute peak period) to 1.00 (evenly spread out traffic over the course of the hour). Additionally, truck classification counts were collected at select intersections along each corridor and converted to passenger car equivalent (PCE) volumes. In order to accurately model the utilization of the existing curb lanes along Wilshire Boulevard in comparison to adjacent travel lanes, lane utilization factors were calculated at Wilshire Boulevard intersections based on observing LADOT traffic cameras at select locations during peak hour conditions. In order to calculate lane utilization factors, traffic volumes were counted in each travel lane.

Detailed level of service calculation sheets can be found in **Appendix B**. **Table 4-1** presents the existing 2008 intersection operating conditions for the a.m. and p.m. peak hours at the 74 study intersections.

TABLE 4-1: EXISTING INTERSECTION LOS

Intersection	AM Peak Hour		PM Peak Hour	
	Delay (sec)	LOS	Delay (sec)	LOS
1. Veteran Ave/Sunset Blvd	69.9	E	29.4	C
2. S Beverly Glen Blvd/Sunset Blvd	24.1	C	35.4	D
3. N Beverly Glen Blvd/Sunset Blvd	81.9	F	43.9	D
4. Centinela Ave/Wilshire Blvd	7.8	A	7.2	A
5. Bundy Dr/Wilshire Blvd	45.2	D	57.2	E
6. Barrington Ave/Wilshire Blvd	34.5	C	29.9	C
7. Federal Ave/Wilshire Blvd	55.9	E	42.6	D
8. Sepulveda Blvd/Wilshire Blvd	197.8	F	76.6	E
9. Veteran Ave/Wilshire Blvd	201.7	F	74.5	E
10. Westwood Blvd/Wilshire Blvd	43.1	D	48.9	D
11. Beverly Glen Blvd/Wilshire Blvd	35.2	D	33.7	C
12. Comstock Ave/Wilshire Blvd	16.5	B	22.9	C
13. Santa Monica Blvd/Wilshire Blvd	57.5	E	69.8	E
14. Centinela Ave/Santa Monica Blvd	14.9	B	15.7	B
15. Bundy Dr/Santa Monica Blvd	16.0	B	15.5	B
16. Barrington Ave/Santa Monica Blvd	15.1	B	13.7	B
17. Federal Ave/Santa Monica Blvd	27.7	C	30.6	C
18. I-405 SB Ramps/Santa Monica Blvd	26.4	C	25.3	C
19. I-405 NB Ramps/Santa Monica Blvd	47.7	D	47.5	D
20. Sepulveda Blvd/Santa Monica Blvd	37.7	D	45.3	D
21. Veteran Ave/Santa Monica Blvd	19.4	B	50.0	D
22. Westwood Blvd/Santa Monica Blvd	88.5	F	63.4	E
23. Overland Ave/Santa Monica Blvd	27.2	C	56.8	E
24. Beverly Glen Blvd/Santa Monica Blvd	48.8	D	39.8	D
25. Century Park W/Santa Monica Blvd	18.8	B	20.7	C
26. Ave of the Stars/Santa Monica Blvd	47.2	D	27.7	C
27. Century Park E/Santa Monica Blvd	30.2	C	17.2	B
28. Bundy Dr/Olympic Blvd	86.5	F	67.0	E
29. Barrington Ave/Olympic Blvd	44.0	D	52.1	D
30. Sepulveda Blvd/Olympic Blvd	29.4	C	41.1	D
31. Veteran Ave/Olympic Blvd	17.4	B	10.0	A
32. Westwood Blvd/Olympic Blvd	27.3	C	36.3	D
33. Overland Ave/Olympic Blvd	28.6	C	47.7	D
34. Beverly Glen Blvd/Olympic Blvd	49.0	D	39.2	D
35. Century Park W/Olympic Blvd	14.1	B	18.5	B
36. Century Park E/Olympic Blvd	40.7	D	40.2	D
37. Sepulveda Blvd/Pico Blvd	43.4	D	48.8	D
38. Veteran Ave/Pico Blvd	6.0	A	14.6	B
39. Westwood Blvd/Pico Blvd	27.1	C	53.5	D
40. Overland Ave/Pico Blvd	33.0	C	104.1	F
41. Fairfax Ave/3rd St	43.3	D	36.3	D
42. La Brea Ave/3rd St	29.7	D	19.8	B
43. Highland Ave/3rd St	56.4	E	22.9	C
44. Western Ave/3rd St	37.6	D	44.6	D
45. Vermont Ave/3rd St	34.9	C	36.4	D
46. Fairfax Ave/6th St	14.1	B	12.6	B
47. La Brea Ave/6th St	22.1	C	33.5	C
48. Highland Ave/6th St	15.3	B	14.7	B
49. Western Ave/6th St	25.5	C	28.4	C
50. Vermont Ave/6th St	33.6	C	35.3	D

51. Alvarado St/6th St	17.7	B	17.5	B
52. San Vicente Blvd/Wilshire Blvd	60.7	E	77.6	E
53. Fairfax Ave/Wilshire Blvd	78.0	E	124.9	F
54. La Brea Ave/Wilshire Blvd	28.4	C	28.9	C
55. Highland Ave/Wilshire Blvd	25.9	C	26.9	C
56. Crenshaw Blvd/Wilshire Blvd	23.5	C	19.4	B
57. Western Ave/Wilshire Blvd	35.3	D	67.1	E
58. Vermont Ave/Wilshire Blvd	42.7	D	48.7	D
59. Alvarado St/Wilshire Blvd	17.1	B	25.7	C
60. Fairfax Ave/8th St	11.1	B	10.6	B
61. La Brea Ave/8th St	7.3	A	10.0	B
62. Crenshaw Blvd/8th St	11.1	B	14.7	B
63. Western Ave/8th St	15.8	B	15.9	B
64. Vermont Ave/8th St	19.3	B	22.7	C
65. Alvarado St/8th St	12.7	B	13.3	B
66. Fairfax Ave/San Vicente Blvd	25.6	C	23.2	C
67. Fairfax Ave/Olympic Blvd	27.3	C	31.3	C
68. San Vicente Blvd/Olympic Blvd	25.9	C	19.5	B
69. La Brea Ave/Olympic Blvd	29.3	C	46.4	D
70. Highland Ave/Olympic Blvd	40.4	D	57.3	E
71. Crenshaw Blvd/Olympic Blvd	54.3	D	32.6	C
72. Western Ave/Olympic Blvd	27.6	C	40.6	D
73. Vermont Ave/Olympic Blvd	31.6	C	44.7	D
74. Alvarado St/Olympic Blvd	19.9	B	27.6	B

Notes:
HCM 2000 Operations Methodology
Delay = Average Vehicle Delay (Seconds), LOS = Level of Service

5.0 TRAFFIC FORECAST METHODOLOGY

Traffic volumes for year 2012 and year 2020 were forecast for the without project and with project scenarios. The without project scenario represents the projected traffic volumes in the study area in the absence of the Wilshire Boulevard BRT project.

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. This included modifying locations of centroid connectors, which are locations on the roadway network where local streets intersect with arterial streets. Also, adjustments to roadway speeds and capacities were made based on configuration of roadways in the model and traffic patterns in the area. 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.

Within the study area, major projects that the travel demand model includes as listed in the 2008 Regional Transportation Improvement Program (RTIP) are the High Occupancy Vehicle (HOV) lane on I-405 from I-10 to SR-101 (RTIP ID# LA0B408) in 2012 and 2020, the Exposition Line Phase 1 in 2012, and the Exposition Line Phase 2 in 2020. The HOV project includes the removal of the Montana Avenue off-ramp from the northbound I-405.

SCAG's travel demand forecasting model predicts future travel demand based upon several input data items that include:

- SCAG forecasts of regional growth in population and employment in the six-county region;
- SCAG forecast changes in the socio-demographic characteristics of travelers; and
- Future characteristics of the roadway and transit systems including travel times, costs and system capacity reflective of the planned system (No-Build Alternative) and project alternatives.

In addition, a list of large known future development projects throughout the study area was provided by LADOT. The socioeconomic data in the model were reviewed to verify whether these projects were already included in the model. The majority of the projects were determined to be included in the model data. Based on the review, model data were refined to include the large future development projects listed in **Table 5-1**.

TABLE 5-1: FUTURE DEVELOPMENT PROJECTS

Area	Location	Project Description
West LA	11122 W Pico Blvd	538 Apartments, 212 tsf Target, 54 tsf Supermarket
Westwood	Glendon Ave/Kinross Ave	50 tsf Shopping Center, 350 Apartments
Central LA	Wilshire Blvd/Hoover St	156 tsf Shopping Ctr
Downtown	Figueroa St/8th Pl	836 Condos, 988.255 tsf Office, 480 Hotel Rooms, 46 tsf Retail
Downtown	Figueroa St/7th St	Korean Air project to replace Wilshire Grand Hotel with new Hotel and Office space

tsf = thousand square feet.

The travel demand model was used to generate future traffic volume projections for without project and with project scenarios. The with project scenarios incorporate a capacity reduction on Wilshire Boulevard within the project limits to reflect implementation of the peak period bus lanes. In order to determine the appropriate capacity reduction to apply to the model, p.m. peak period lane utilization counts were collected during a typical weekday at five intersections along the Wilshire Boulevard corridor with the use of City of Los Angeles intersection cameras. This was the same data used for lane utilization factor calculations described earlier.

Year 2012 and 2020 turning movement volumes at the study intersections were developed from existing turning movement volumes and year 2012 and 2020 approach and departure volumes using the methodology described in National Cooperative Highway Research Program Report (NCHRP) 255, *Highway Traffic Data for Urbanized Area Project Planning and Design* (Transportation Research Board, 1982).

The forecast traffic model is a dynamic system in which drivers respond to changes in the 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, which will cause a ripple effect through the entire system. Thus, traffic volumes on Wilshire Boulevard with implementation of the project are generally lower than without project volumes. Future volume development worksheets are provided in **Appendix C**.

6.0 YEAR 2012 CONDITIONS

This section analyzes year 2012 traffic conditions, with and without the Proposed Project. Year 2012 traffic volumes were developed as described above in the "Analysis Methodology" section. The year 2012 transportation network assumes construction of the Exposition Line Phase 1 project and the I-405 HOV lane project. In addition, year 2012 intersection configurations include the addition of a second northbound left-turn lane at the San Vicente Boulevard/Wilshire Boulevard intersection as the result of a

project funded by Cedars-Sinai Medical Center and signal phasing modifications at the Beverly Glen Boulevard/Wilshire Boulevard intersection planned by LADOT.

6.1 Year 2012 Without Project Levels of Service

Year 2012 without project peak hour volumes are shown in **Figure 6-1**. A level of service analysis was conducted to evaluate year 2012 without project intersection operations. Detailed level of service calculations can be found in **Appendix B**. **Table 6-1** presents the year 2012 without project intersection operating conditions during the a.m. and p.m. peak hours at the 74 study intersections.

Table 6-1: Year 2012 Without Project Intersection LOS

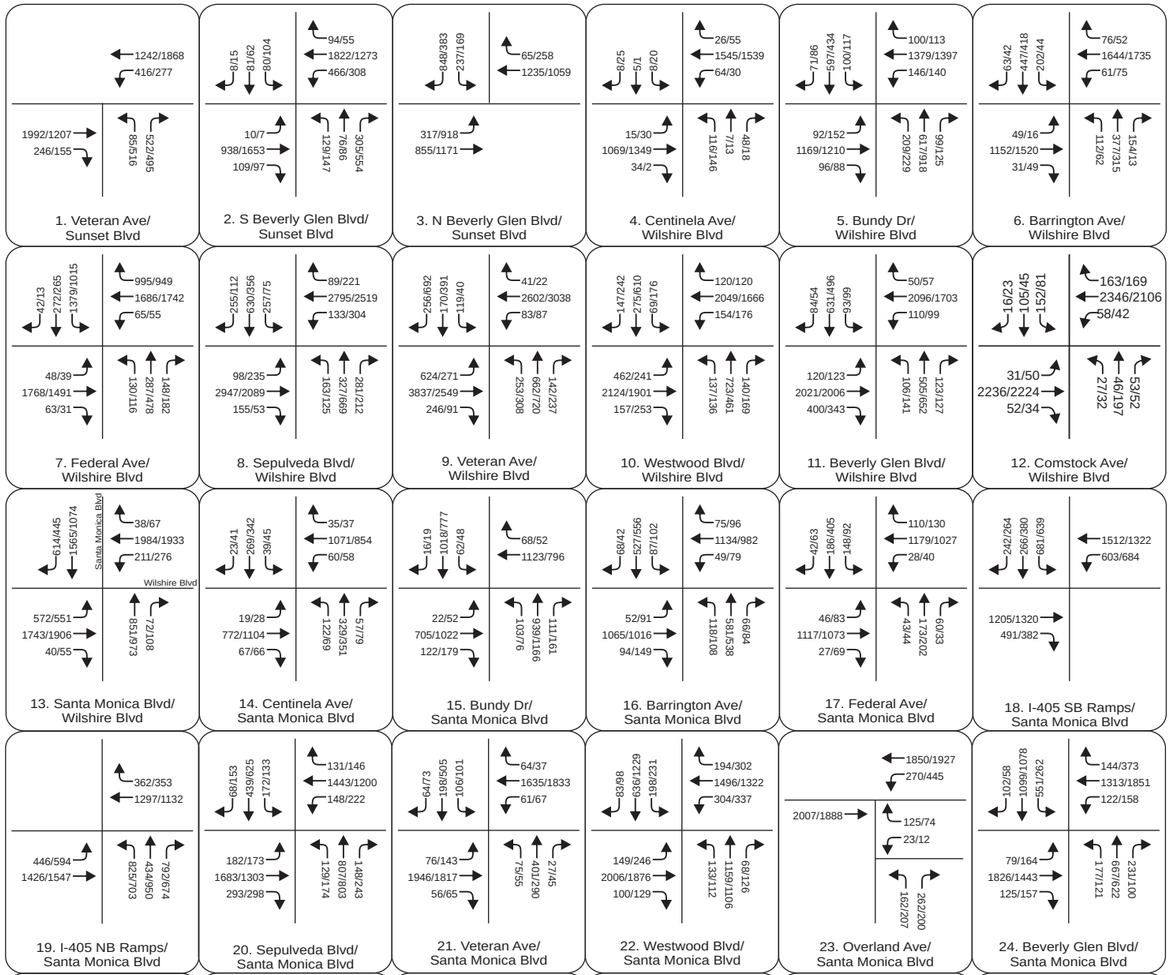
Intersection	AM Peak Hour		PM Peak Hour	
	Delay (sec)	LOS	Delay (sec)	LOS
1. Veteran Ave/Sunset Blvd	92.3	F	41.5	D
2. S Beverly Glen Blvd/Sunset Blvd	29.9[1]	C	49.4[1]	D
3. N Beverly Glen Blvd/Sunset Blvd	118.4[1]	F	46.0[1]	D
4. Centinela Ave/Wilshire Blvd	8.0	A	8.3	A
5. Bundy Dr/Wilshire Blvd	60.3	E	77.2	E
6. Barrington Ave/Wilshire Blvd	38.1	D	32.9	C
7. Federal Ave/Wilshire Blvd	67.8	E	49.9	D
8. Sepulveda Blvd/Wilshire Blvd	207.8	F	111.5	F
9. Veteran Ave/Wilshire Blvd	236.4	F	114.9	F
10. Westwood Blvd/Wilshire Blvd	66.8	E	62.7	E
11. Beverly Glen Blvd/Wilshire Blvd	34.5	C	38.1	D
12. Comstock Ave/Wilshire Blvd	20.6	C	25.7	C
13. Santa Monica Blvd/Wilshire Blvd	91.6[1]	F	95.3[1]	F
14. Centinela Ave/Santa Monica Blvd	16.6	B	16.9	B
15. Bundy Dr/Santa Monica Blvd	16.9	B	16.0	B
16. Barrington Ave/Santa Monica Blvd	16.5	B	15.1	B
17. Federal Ave/Santa Monica Blvd	27.8	C	31.0	C
18. I-405 SB Ramps/Santa Monica Blvd	26.8	C	26.3	C
19. I-405 NB Ramps/Santa Monica Blvd	48.9	D	52.4	D
20. Sepulveda Blvd/Santa Monica Blvd	46.4	D	46.6	D
21. Veteran Ave/Santa Monica Blvd	20.6	C	61.2	E
22. Westwood Blvd/Santa Monica Blvd	122.9	F	90.7	F
23. Overland Ave/Santa Monica Blvd	30.0	C	72.9	E
24. Beverly Glen Blvd/Santa Monica Blvd	60.7	E	48.9	D
25. Century Park W/Santa Monica Blvd	20.5	C	23.2	C
26. Ave of the Stars/Santa Monica Blvd	46.8	D	27.8	C
27. Century Park E/Santa Monica Blvd	28.5	C	18.0	B
28. Bundy Dr/Olympic Blvd	99.5	F	73.3	E
29. Barrington Ave/Olympic Blvd	51.1	D	56.3	E
30. Sepulveda Blvd/Olympic Blvd	33.9	C	51.5	D
31. Veteran Ave/Olympic Blvd	23.8	C	13.6	B
32. Westwood Blvd/Olympic Blvd	38.7	D	44.5[1]	D
33. Overland Ave/Olympic Blvd	37.6	D	65.5[1]	E
34. Beverly Glen Blvd/Olympic Blvd	67.3[1]	E	49.0	D
35. Century Park W/Olympic Blvd	15.0	B	20.6	C
36. Century Park E/Olympic Blvd	42.6	D	44.9	D
37. Sepulveda Blvd/Pico Blvd	53.0	D	65.6	E

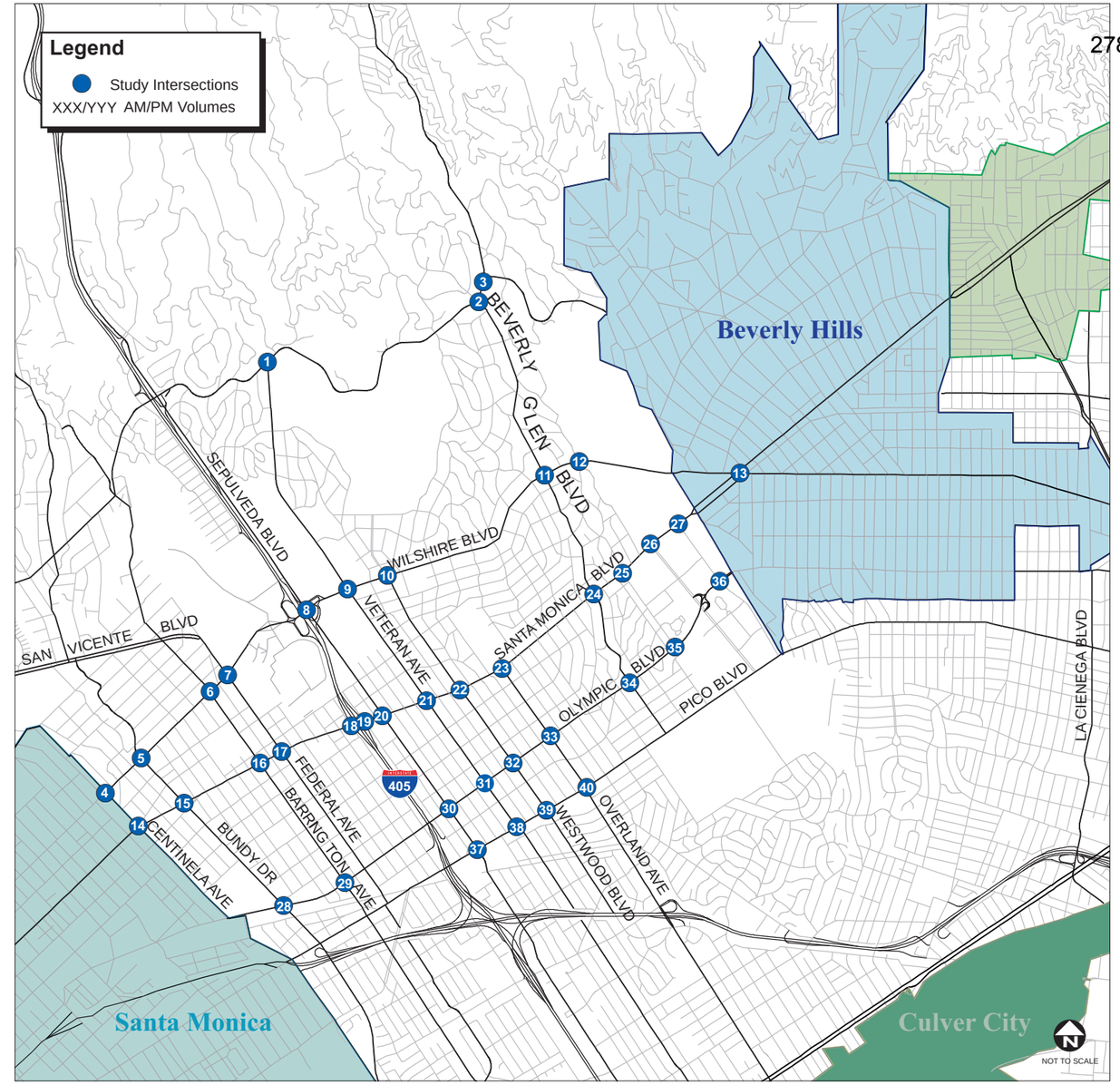
38. Veteran Ave/Pico Blvd	12.2	B	19.1	B
39. Westwood Blvd/Pico Blvd	39.1	D	70.1	E
40. Overland Ave/Pico Blvd	60.1	E	122.9	F
41. Fairfax Ave/3rd St	70.4[1]	E	44.6[1]	D
42. La Brea Ave/3rd St	34.5	C	26.2	C
43. Highland Ave/3rd St	69.6	E	29.9	C
44. Western Ave/3rd St	47.1	D	54.8	D
45. Vermont Ave/3rd St	42.3	D	43.8	D
46. Fairfax Ave/6th St	15.6[1]	B	13.9	B
47. La Brea Ave/6th St	58.9	E	78.5	E
48. Highland Ave/6th St	18.9	B	18.2	B
49. Western Ave/6th St	27.2	C	30.8	C
50. Vermont Ave/6th St	39.6	D	47.2	D
51. Alvarado St/6th St	17.5	B	20.3	C
52. San Vicente Blvd/Wilshire Blvd	76.2	E	116.6	F
53. Fairfax Ave/Wilshire Blvd	104.0	F	151.5	F
54. La Brea Ave/Wilshire Blvd	37.5	D	34.8	C
55. Highland Ave/Wilshire Blvd	44.2	D	38.6	D
56. Crenshaw Blvd/Wilshire Blvd	31.9	C	21.5	C
57. Western Ave/Wilshire Blvd	56.8[1]	E	111.1[1]	F
58. Vermont Ave/Wilshire Blvd	60.1	E	65.8	E
59. Alvarado St/Wilshire Blvd	23.0	C	30.4	C
60. Fairfax Ave/8th St	11.7	B	13.6	B
61. La Brea Ave/8th St	8.4	A	10.9	B
62. Crenshaw Blvd/8th St	11.4	B	15.5	B
63. Western Ave/8th St	16.2	B	16.8	B
64. Vermont Ave/8th St	21.4	C	30.7	C
65. Alvarado St/8th St	13.4	B	14.1	B
66. Fairfax Ave/San Vicente Blvd	27.0	C	23.0	C
67. Fairfax Ave/Olympic Blvd	37.0	D	60.9	E
68. San Vicente Blvd/Olympic Blvd	31.2	C	22.8	C
69. La Brea Ave/Olympic Blvd	46.6	D	68.0	E
70. Highland Ave/Olympic Blvd	48.2	D	71.0	E
71. Crenshaw Blvd/Olympic Blvd	68.5	E	51.8	D
72. Western Ave/Olympic Blvd	31.6	C	48.0	D
73. Vermont Ave/Olympic Blvd	37.5	D	63.7	E
74. Alvarado St/Olympic Blvd	23.9	C	33.2	C

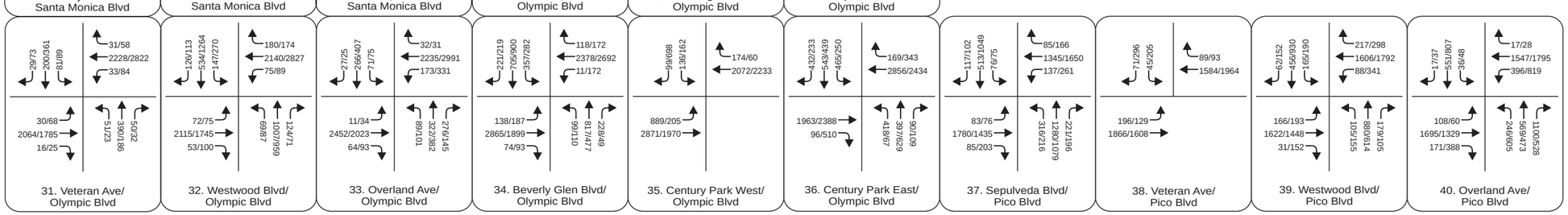
Notes:
HCM 2000 Operations Methodology
Delay = Average Vehicle Delay (Seconds), LOS = Level of Service
1 = Delay was revised to provide consistency with the modeling results presented in the technical appendices of the Draft EIR/EA that was circulated for public review in June 2010.

6.2 Year 2012 With Proposed Project Levels of Service

Year 2012 with Proposed project peak hour volumes are shown in **Figure 6-2**. The Proposed Project lane configurations of the study intersections are illustrated in **Figure 6-3.** A level of service analysis was conducted to evaluate year 2012 with Proposed Project intersection operations. Detailed level of service calculation sheets can be found in **Appendix B**. **Table 6-2** presents the year 2012 with Proposed Project intersection operating conditions for the a.m. peak hour at the 74 study intersections.







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Wilshire Blvd BRT Project
Traffic Impact Analysis

FIGURE 6-1A
Year 2012 Without Project Volumes

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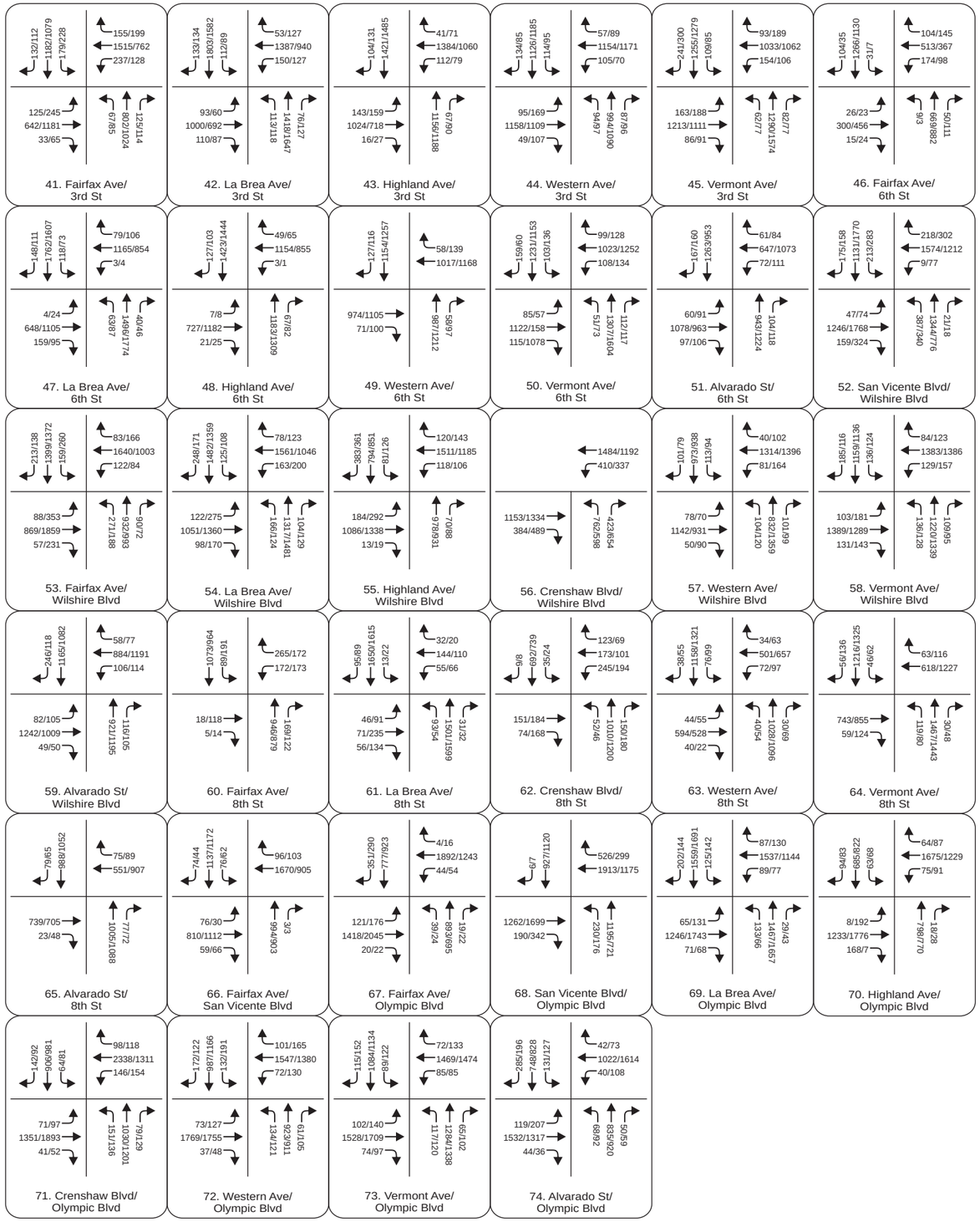

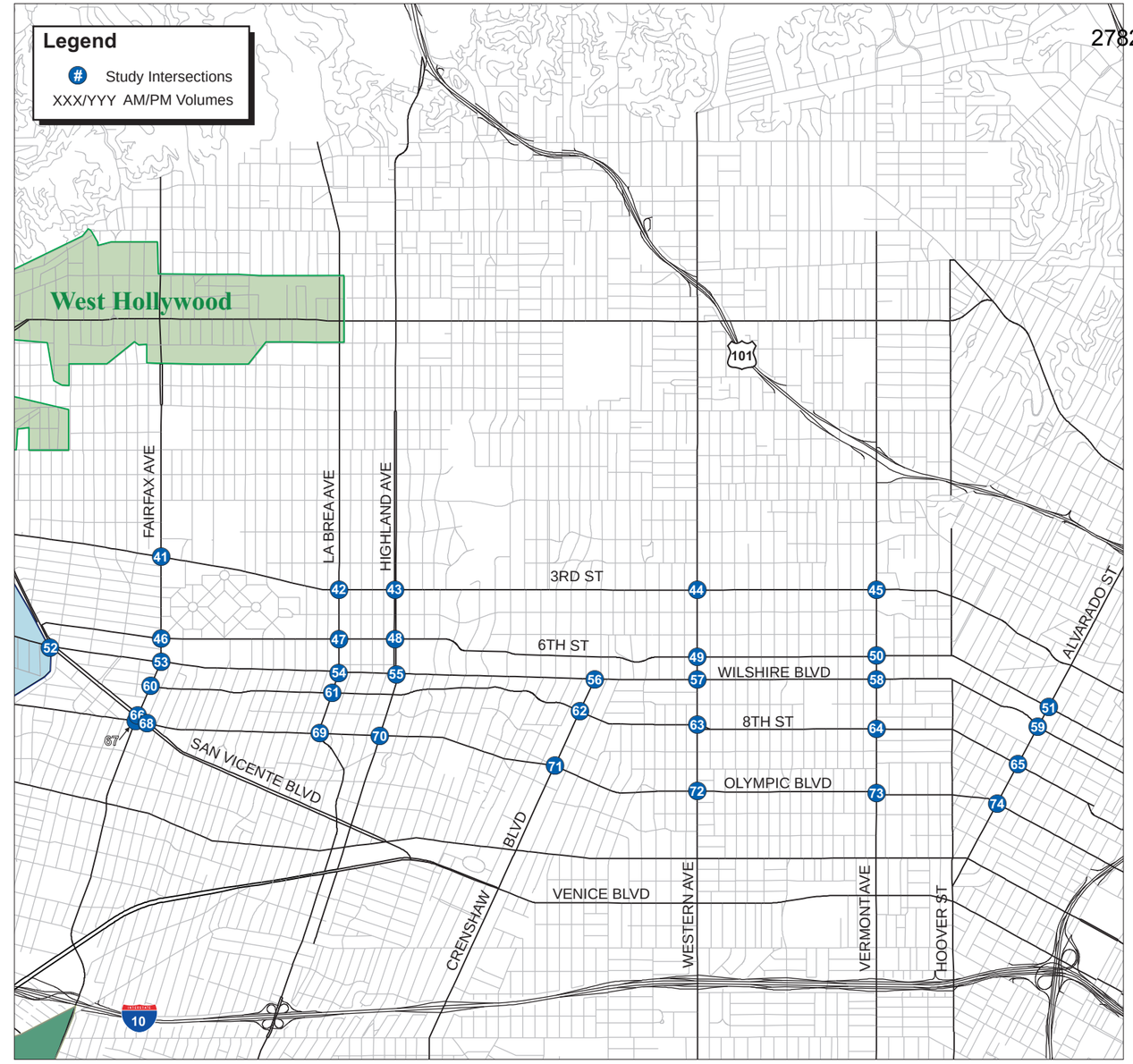

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Wilshire Blvd BRT Project
Traffic Impact Analysis

FIGURE 6-1B
Year 2012 Without Project Volumes

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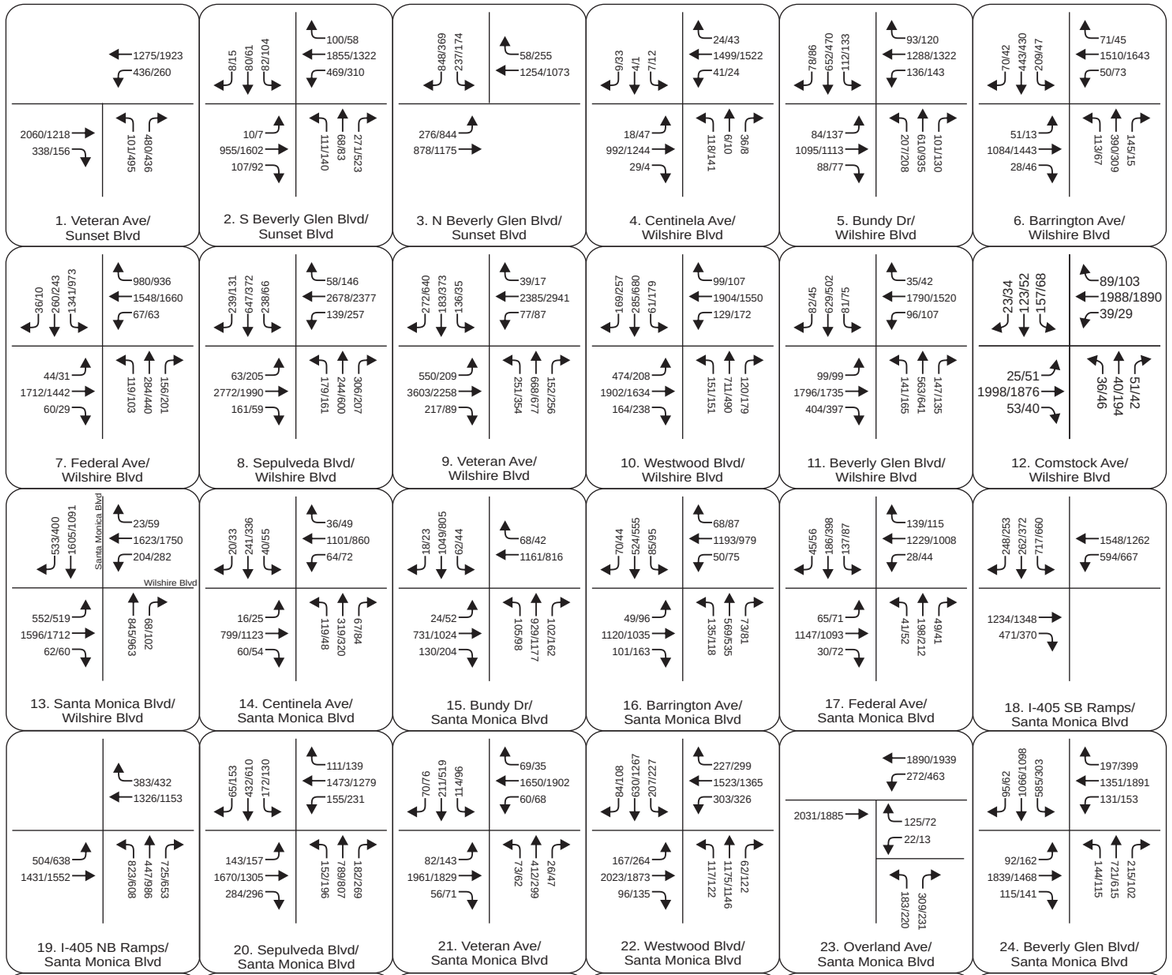

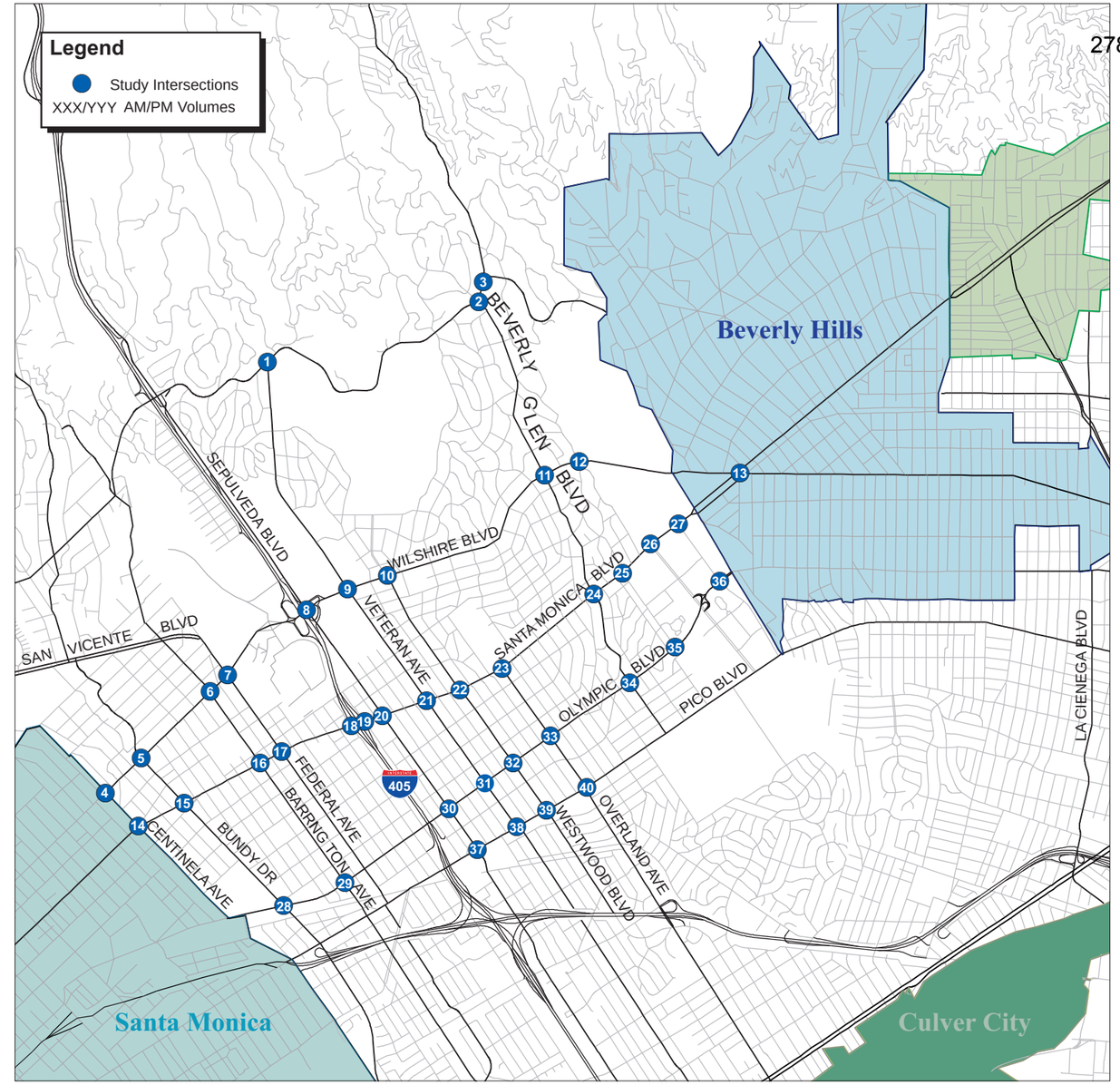

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Wilshire Blvd BRT Project
Traffic Impact Analysis

FIGURE 6-2A
Year 2012 With Proposed Project Volumes

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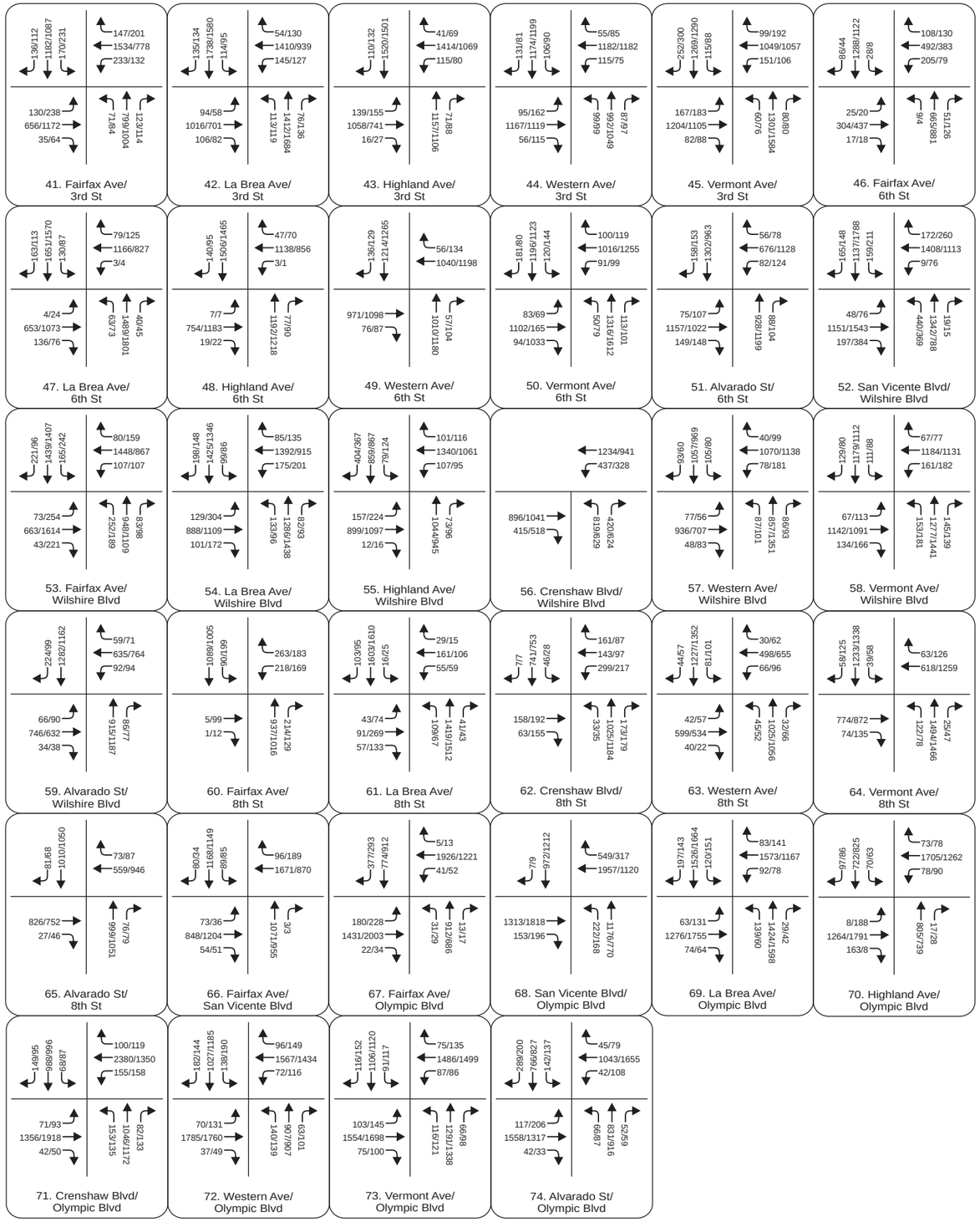

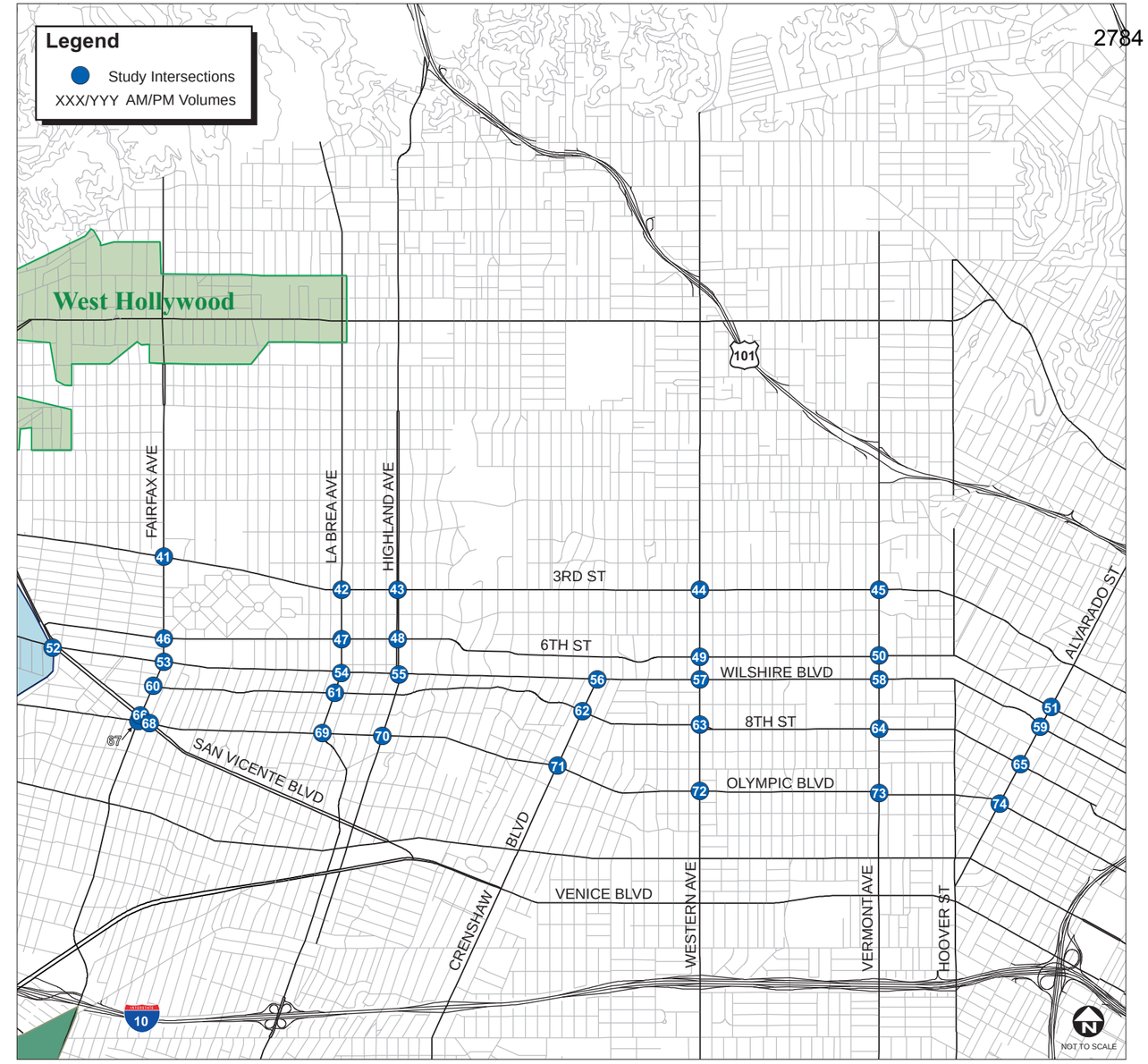

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Traffic Impact Analysis

FIGURE 6-2B
Year 2012 With Proposed Project Volumes

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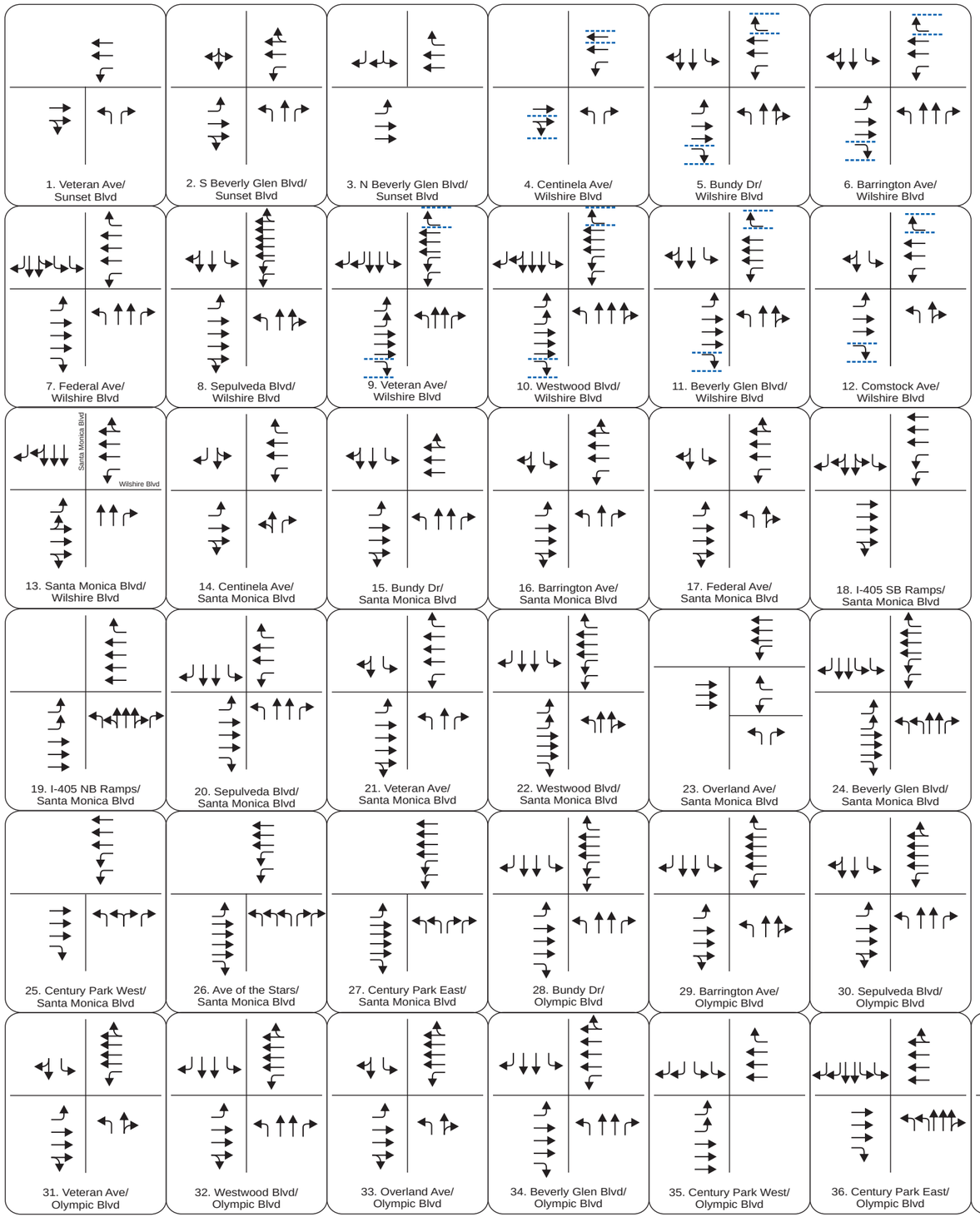

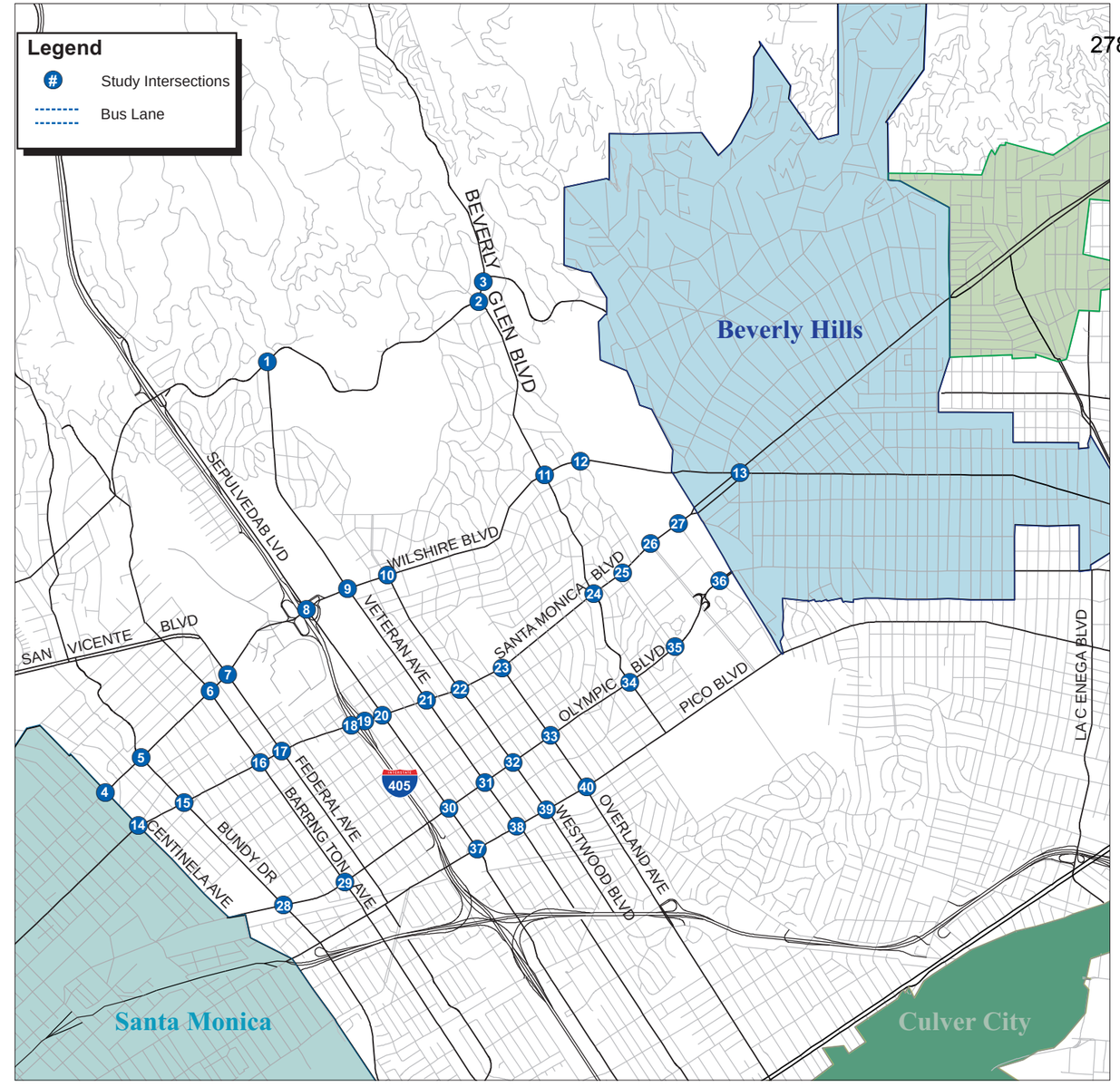

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Traffic Impact Analysis

FIGURE 6-3A
Proposed Project Lane Configurations

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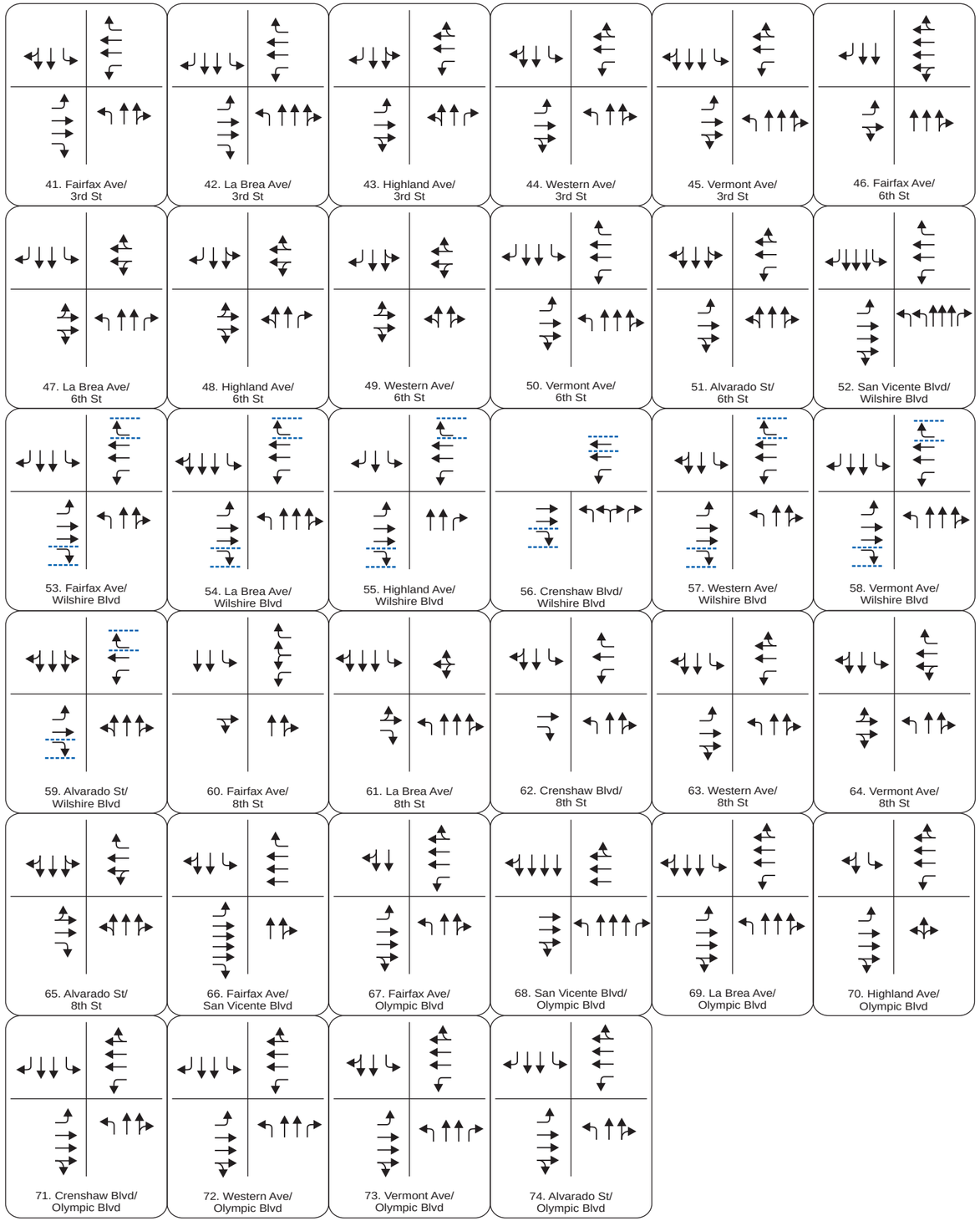

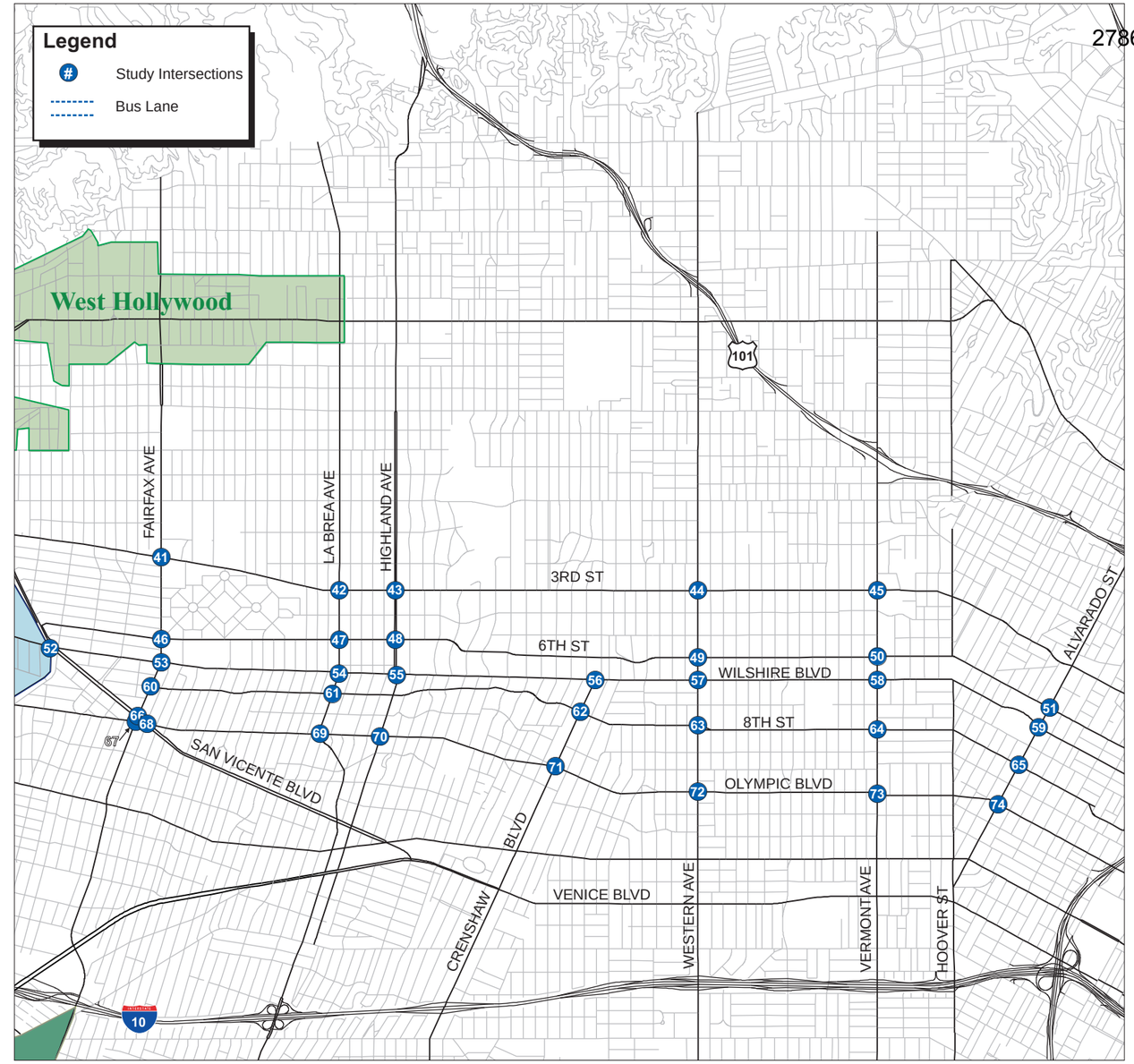

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Wilshire Blvd BRT Project
Traffic Impact Analysis

FIGURE 6-3B
Proposed Project Lane Configurations

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TABLE 6-2: YEAR 2012 WITH PROPOSED PROJECT AM PEAK HOUR INTERSECTION LOS

Intersection	2012 Without Project		2012 With Proposed Project		Change in Delay	Threshold	Impact?
	Delay (sec)	LOS	Delay (sec)	LOS			
1. Veteran Ave/Sunset Blvd	92.3	F	117.2	F	24.9	2.5	Yes
2. S Beverly Glen Blvd/Sunset Blvd	29.9[1]	C	27.6[1]	C	-2.3	6.0	-
3. N Beverly Glen Blvd/Sunset Blvd	118.4[1]	F	117.9[1]	F	-0.5	2.5	-
4. Centinela Ave/Wilshire Blvd	8.0	A	9.7	A	1.7	-	-
5. Bundy Dr/Wilshire Blvd	60.3	E	90.5	F	30.2	2.5	Yes
6. Barrington Ave/Wilshire Blvd	38.1	D	43.3	D	5.2	4.0	Yes
7. Federal Ave/Wilshire Blvd	67.8	E	56.1	E	*	2.5	-
8. Sepulveda Blvd/Wilshire Blvd	207.8	F	191.8	F	*	2.5	-
9. Veteran Ave/Wilshire Blvd	236.4	F	201.9	F	*	2.5	-
10. Westwood Blvd/Wilshire Blvd	66.8	E	47.6	D	*	4.0	-
11. Beverly Glen Blvd/Wilshire Blvd	34.5	C	33.0[1]	C	*	6.0	-
12. Comstock Ave/Wilshire Blvd	20.6	C	20.6	C	0.0	6.0	-
13. Santa Monica Blvd/Wilshire Blvd	91.6[1]	F	58.1[1]	E	*	4.0	-
14. Centinela Ave/Santa Monica Blvd	16.6	B	16.2	B	-0.4	-	-
15. Bundy Dr/Santa Monica Blvd	16.9	B	17.0	B	0.1	-	-
16. Barrington Ave/Santa Monica Blvd	16.5	B	17.1	B	0.6	-	-
17. Federal Ave/Santa Monica Blvd	27.8	C	28.4	C	0.6	6.0	-
18. I-405 SB Ramps/Santa Monica Blvd	26.8	C	27.1	C	0.3	6.0	-
19. I-405 NB Ramps/Santa Monica Blvd	48.9	D	47.3	D	-1.6	4.0	-
20. Sepulveda Blvd/Santa Monica Blvd	46.4	D	40.5	D	-5.9	4.0	-
21. Veteran Ave/Santa Monica Blvd	20.6	C	21.3	C	0.7	6.0	-
22. Westwood Blvd/Santa Monica Blvd	122.9	F	126.7[1]	F	3.8	2.5	Yes
23. Overland Ave/Santa Monica Blvd	30.0	C	30.8	C	0.8	6.0	-
24. Beverly Glen Blvd/Santa Monica Blvd	60.7	E	61.6	E	0.9	2.5	-
25. Century Park W/Santa Monica Blvd	20.5	C	20.4	C	-0.1	6.0	-
26. Ave of the Stars/Santa Monica Blvd	46.8	D	46.8	D	0.0	4.0	-
27. Century Park E/Santa Monica Blvd	28.5	C	27.4	C	-1.1	6.0	-
28. Bundy Dr/Olympic Blvd	99.5	F	100.4	F	0.9	2.5	-
29. Barrington Ave/Olympic Blvd	51.1	D	52.1	D	1.0	4.0	-
30. Sepulveda Blvd/Olympic Blvd	33.9	C	34.0	C	0.1	6.0	-
31. Veteran Ave/Olympic Blvd	23.8	C	23.0	C	-0.8	6.0	-
32. Westwood Blvd/Olympic Blvd	38.7	D	39.5	D	0.8	4.0	-
33. Overland Ave/Olympic Blvd	37.6	D	41.0	D	3.4	4.0	-
34. Beverly Glen Blvd/Olympic Blvd	67.3[1]	E	66.7	E	-0.6	2.5	-
35. Century Park W/Olympic Blvd	15.0	B	15.3	B	0.3	-	-
36. Century Park E/Olympic Blvd	42.6	D	42.0	D	-0.6	4.0	-
37. Sepulveda Blvd/Pico Blvd	53.0	D	59.5	E	6.5	2.5	Yes
38. Veteran Ave/Pico Blvd	12.2	B	10.8	B	-1.4	-	-
39. Westwood Blvd/Pico Blvd	39.1	D	48.4	D	9.3	4.0	Yes
40. Overland Ave/Pico Blvd	60.1	E	63.6	E	3.5	2.5	Yes
41. Fairfax Ave/3rd St	70.4[1]	E	72.2[1]	E	1.8	2.5	-
42. La Brea Ave/3rd St	34.5	C	34.3	C	-0.2	6.0	-
43. Highland Ave/3rd St	69.6	E	75.0	E	5.4	2.5	Yes
44. Western Ave/3rd St	47.1	D	48.5	D	1.4	4.0	-
45. Vermont Ave/3rd St	42.3	D	42.4	D	0.1	4.0	-
46. Fairfax Ave/6th St	15.6[1]	B	15.6	B	0.0	-	-
47. La Brea Ave/6th St	58.9	E	48.4	D	-10.5	4.0	-

48. Highland Ave/6th St	18.9	B	19.9	B	1.0	-	-
49. Western Ave/6th St	27.2	C	27.6	C	0.4	6.0	-
50. Vermont Ave/6th St	39.6	D	39.7	D	0.1	4.0	-
51. Alvarado St/6th St	17.5	B	18.1	B	0.6	-	-
52. San Vicente Blvd/Wilshire Blvd	76.2	E	72.3	E	*	2.5	-
53. Fairfax Ave/Wilshire Blvd	104.0	F	121.8	F	17.8	2.5	Yes
54. La Brea Ave/Wilshire Blvd	37.5	D	46.4	D	8.9	4.0	Yes
55. Highland Ave/Wilshire Blvd	44.2	D	54.4	D	10.2	4.0	Yes
56. Crenshaw Blvd/Wilshire Blvd	31.9	C	32.8	C	0.9	6.0	-
57. Western Ave/Wilshire Blvd	56.8[1]	E	53.0[1]	D	*	4.0	-
58. Vermont Ave/Wilshire Blvd	60.1	E	56.4	E	*	2.5	-
59. Alvarado St/Wilshire Blvd	23.0	C	21.6	C	*	6.0	-
60. Fairfax Ave/8th St	11.7	B	11.6	B	-0.1	-	-
61. La Brea Ave/8th St	8.4	A	9.5	A	1.1	-	-
62. Crenshaw Blvd/8th St	11.4	B	14.6	B	3.2	-	-
63. Western Ave/8th St	16.2	B	16.2	B	0.0	-	-
64. Vermont Ave/8th St	21.4	C	22.5	C	1.1	6.0	-
65. Alvarado St/8th St	13.4	B	13.7	B	0.3	-	-
66. Fairfax Ave/San Vicente Blvd	27.0	C	29.6	C	2.6	6.0	-
67. Fairfax Ave/Olympic Blvd	37.0	D	51.5	D	14.5	4.0	Yes
68. San Vicente Blvd/Olympic Blvd	31.2	C	30.9	C	-0.3	6.0	-
69. La Brea Ave/Olympic Blvd	46.6	D	43.7	D	-2.9	4.0	-
70. Highland Ave/Olympic Blvd	48.2	D	49.7	D	1.5	4.0	-
71. Crenshaw Blvd/Olympic Blvd	68.5	E	75.3	E	6.8	2.5	Yes
72. Western Ave/Olympic Blvd	31.6	C	33.6	C	2.0	6.0	-
73. Vermont Ave/Olympic Blvd	37.5	D	38.6	D	1.1	4.0	-
74. Alvarado St/Olympic Blvd	23.9	C	25.2	C	1.3	6.0	-

***** Average delay reduced, see explanation in "Analysis Methodology" section.
Notes:
HCM 2000 Operations Methodology
Delay = Average Vehicle Delay (Seconds), LOS = Level of Service
1 = Delay was revised to provide consistency with the modeling results presented in the technical appendices of the Draft EIR/EA that was circulated for public review in June 2010.

Table 6-3 presents the year 2012 with Proposed Project intersection operating conditions during the p.m. peak hour at the 74 study intersections.

TABLE 6-3: YEAR 2012 WITH PROPOSED PROJECT PM PEAK HOUR INTERSECTION LOS

Intersection	2012 Without Project		2012 With Proposed Project		Change in Delay	Threshold	Impact?
	Delay (sec)	LOS	Delay (sec)	LOS			
1. Veteran Ave/Sunset Blvd	41.5	D	38.4	D	-3.1	4.0	-
2. S Beverly Glen Blvd/Sunset Blvd	49.4[1]	D	43.1[1]	D	-6.3	4.0	-
3. N Beverly Glen Blvd/Sunset Blvd	46.0[1]	D	40.0	D	-6.0	4.0	-
4. Centinela Ave/Wilshire Blvd	8.3	A	7.8	A	*	-	-
5. Bundy Dr/Wilshire Blvd	77.2	E	109.1	F	31.9	2.5	Yes
6. Barrington Ave/Wilshire Blvd	32.9	C	30.9	C	*	6.0	-
7. Federal Ave/Wilshire Blvd	49.9	D	46.0	D	*	4.0	-
8. Sepulveda Blvd/Wilshire Blvd	111.5	F	96.9[1]	F	*	2.5	-
9. Veteran Ave/Wilshire Blvd	114.9	F	130.8	F	15.9	2.5	Yes
10. Westwood Blvd/Wilshire Blvd	62.7	E	49.2	D	*	4.0	-
11. Beverly Glen Blvd/Wilshire Blvd	38.1	D	34.7[1]	D	*	4.0	-
12. Comstock Ave/Wilshire Blvd	25.7	C	24.4	C	*	6.0	-
13. Santa Monica Blvd/Wilshire Blvd	95.3[1]	F	72.7[1]	E	-22.6	2.5	-
14. Centinela Ave/Santa Monica Blvd	16.9	B	16.9	B	0.0	-	-
15. Bundy Dr/Santa Monica Blvd	16.0	B	16.1	B	0.1	-	-
16. Barrington Ave/Santa Monica Blvd	15.1	B	15.2	B	0.1	-	-
17. Federal Ave/Santa Monica Blvd	31.0	C	30.8	C	-0.2	6.0	-
18. I-405 SB Ramps/Santa Monica Blvd	26.3	C	25.4	C	-0.9	6.0	-
19. I-405 NB Ramps/Santa Monica Blvd	52.4	D	48.8	D	-3.6	4.0	-
20. Sepulveda Blvd/Santa Monica Blvd	46.6	D	44.9	D	-1.7	4.0	-
21. Veteran Ave/Santa Monica Blvd	61.2	E	67.6	E	6.4	2.5	Yes
22. Westwood Blvd/Santa Monica Blvd	90.7	F	89.2	F	-1.5	2.5	-
23. Overland Ave/Santa Monica Blvd	72.9	E	78.9	E	6.0	2.5	Yes
24. Beverly Glen Blvd/Santa Monica Blvd	48.9	D	52.8	D	3.9	4.0	-
25. Century Park W/Santa Monica Blvd	23.2	C	23.3	C	0.1	6.0	-
26. Ave of the Stars/Santa Monica Blvd	27.8	C	28.2	C	0.4	6.0	-
27. Century Park E/Santa Monica Blvd	18.0	B	18.3[1]	B	0.3	-	-
28. Bundy Dr/Olympic Blvd	73.3	E	75.6	E	2.3	2.5	-
29. Barrington Ave/Olympic Blvd	56.3	E	56.3	E	0.0	2.5	-
30. Sepulveda Blvd/Olympic Blvd	51.5	D	52.0	D	0.5	4.0	-
31. Veteran Ave/Olympic Blvd	13.6	B	19.5	B	5.9	-	-
32. Westwood Blvd/Olympic Blvd	44.5[1]	D	46.6[1]	D	2.1	4.0	-
33. Overland Ave/Olympic Blvd	65.5[1]	E	65.3[1]	E	-0.2	2.5	-
34. Beverly Glen Blvd/Olympic Blvd	49.0	D	53.4	D	4.4	4.0	Yes
35. Century Park W/Olympic Blvd	20.6	C	21.1	C	0.5	6.0	-
36. Century Park E/Olympic Blvd	44.9	D	45.7	D	0.8	4.0	-
37. Sepulveda Blvd/Pico Blvd	65.6	E	67.5	E	1.9	2.5	-
38. Veteran Ave/Pico Blvd	19.1	B	19.8	B	0.7	-	-
39. Westwood Blvd/Pico Blvd	70.1	E	73.4	E	3.3	2.5	Yes
40. Overland Ave/Pico Blvd	122.9	F	113.2	F	-9.7	2.5	-
41. Fairfax Ave/3rd St	44.6[1]	D	43.9[1]	D	-0.7	4.0	-
42. La Brea Ave/3rd St	26.2	C	26.9	C	0.7	6.0	-
43. Highland Ave/3rd St	29.9	C	31.4	C	1.5	6.0	-
44. Western Ave/3rd St	54.8	D	52.5	D	-2.3	4.0	-
45. Vermont Ave/3rd St	43.8	D	43.1	D	-0.7	4.0	-
46. Fairfax Ave/6th St	13.9	B	12.4	B	-1.5	-	-
47. La Brea Ave/6th St	78.5	E	70.0	E	-8.5	2.5	-

48. Highland Ave/6th St	18.2	B	18.3	B	0.1	-	-
49. Western Ave/6th St	30.8	C	31.0	C	0.2	6.0	-
50. Vermont Ave/6th St	47.2	D	43.6	D	-3.6	4.0	-
51. Alvarado St/6th St	20.3	C	26.9	C	6.6	6.0	Yes
52. San Vicente Blvd/Wilshire Blvd	116.6	F	96.7	F	*	2.5	-
53. Fairfax Ave/Wilshire Blvd	151.5	F	150.8	F	*	2.5	-
54. La Brea Ave/Wilshire Blvd	34.8	C	36.8	D	2.0	4.0	-
55. Highland Ave/Wilshire Blvd	38.6	D	34.3	C	*	6.0	-
56. Crenshaw Blvd/Wilshire Blvd	21.5	C	24.8	C	3.3	6.0	-
57. Western Ave/Wilshire Blvd	111.1[1]	F	99.3[1]	F	*	2.5	-
58. Vermont Ave/Wilshire Blvd	65.8	E	55.6	E	*	2.5	-
59. Alvarado St/Wilshire Blvd	30.4	C	27.2	C	*	6.0	-
60. Fairfax Ave/8th St	13.6	B	14.4	B	0.8	-	-
61. La Brea Ave/8th St	10.9	B	11.0	B	0.1	-	-
62. Crenshaw Blvd/8th St	15.5	B	16.6	B	1.1	-	-
63. Western Ave/8th St	16.8	B	16.5	B	-0.3	-	-
64. Vermont Ave/8th St	30.7	C	33.1	C	2.4	6.0	-
65. Alvarado St/8th St	14.1	B	14.4	B	0.3	-	-
66. Fairfax Ave/San Vicente Blvd	23.0	C	24.4	C	1.4	6.0	-
67. Fairfax Ave/Olympic Blvd	60.9	E	68.5	E	7.6	2.5	Yes
68. San Vicente Blvd/Olympic Blvd	22.8	C	25.4	C	2.6	6.0	-
69. La Brea Ave/Olympic Blvd	68.0	E	66.2	E	-1.8	2.5	-
70. Highland Ave/Olympic Blvd	71.0	E	68.1	E	-2.9	2.5	-
71. Crenshaw Blvd/Olympic Blvd	51.8	D	52.1	D	0.3	4.0	-
72. Western Ave/Olympic Blvd	48.0	D	48.7	D	0.7	4.0	-
73. Vermont Ave/Olympic Blvd	63.7	E	62.6	E	-1.1	2.5	-
74. Alvarado St/Olympic Blvd	33.2	C	34.7	C	1.5	6.0	-

***** Average delay reduced, see explanation in "Analysis Methodology" section.
Notes:
HCM 2000 Operations Methodology
Delay = Average Vehicle Delay (Seconds), LOS = Level of Service
1 = Delay was revised to provide consistency with the modeling results presented in the technical appendices of the Draft EIR/EA that was circulated for public review in June 2010.

As shown in **Tables 6-2 and 6-3**, the following 18 intersections are forecast to be significantly impacted by the Proposed Project for year 2012 with Proposed Project conditions:

- Veteran Avenue/Sunset Boulevard (a.m. peak hour);
- Bundy Drive/Wilshire Boulevard (a.m. and p.m. peak hours);
- Barrington Avenue/Wilshire Boulevard (a.m. peak hour);
- Veteran Avenue/Wilshire Boulevard (p.m. peak hour);
- Veteran Avenue/Santa Monica Boulevard (p.m. peak hour);
- Westwood Boulevard/Santa Monica Boulevard (a.m. peak hour);
- Overland Avenue/Santa Monica Boulevard (p.m. peak hour);
- Beverly Glen Boulevard/Olympic Boulevard (p.m. peak hour);
- Sepulveda Boulevard/Pico Boulevard (a.m. peak hour);
- Westwood Boulevard/Pico Boulevard (a.m. and p.m. peak hours);
- Overland Avenue/Pico Boulevard (a.m. peak hour);
- Highland Avenue/3rd Street (a.m. peak hour);
- Alvarado Street/6th Street (p.m. peak hour);
- Fairfax Avenue/Wilshire Boulevard (a.m. peak hour);

- La Brea Avenue/Wilshire Boulevard (a.m. peak hour);
- Highland Avenue/Wilshire Boulevard (a.m. peak hour);
- Fairfax Avenue/Olympic Boulevard (a.m. and p.m. peak hours); and
- Crenshaw Boulevard/Olympic Boulevard (a.m. peak hour).

6.3 Year 2012 With Project Alternative A Levels of Service

Year 2012 with Project Alternative A peak hour volumes are shown in **Figure 6-4**. The Project Alternative A lane configurations of the study intersections are illustrated in **Figure 6-5.** A level of service analysis was conducted to evaluate year 2012 with Project Alternative A intersection operations. Detailed level of service calculation sheets can be found in **Appendix B**. **Table 6-4** presents the year 2012 with Project Alternative A intersection operating conditions during the a.m. peak hour at the 74 study intersections. occasionally

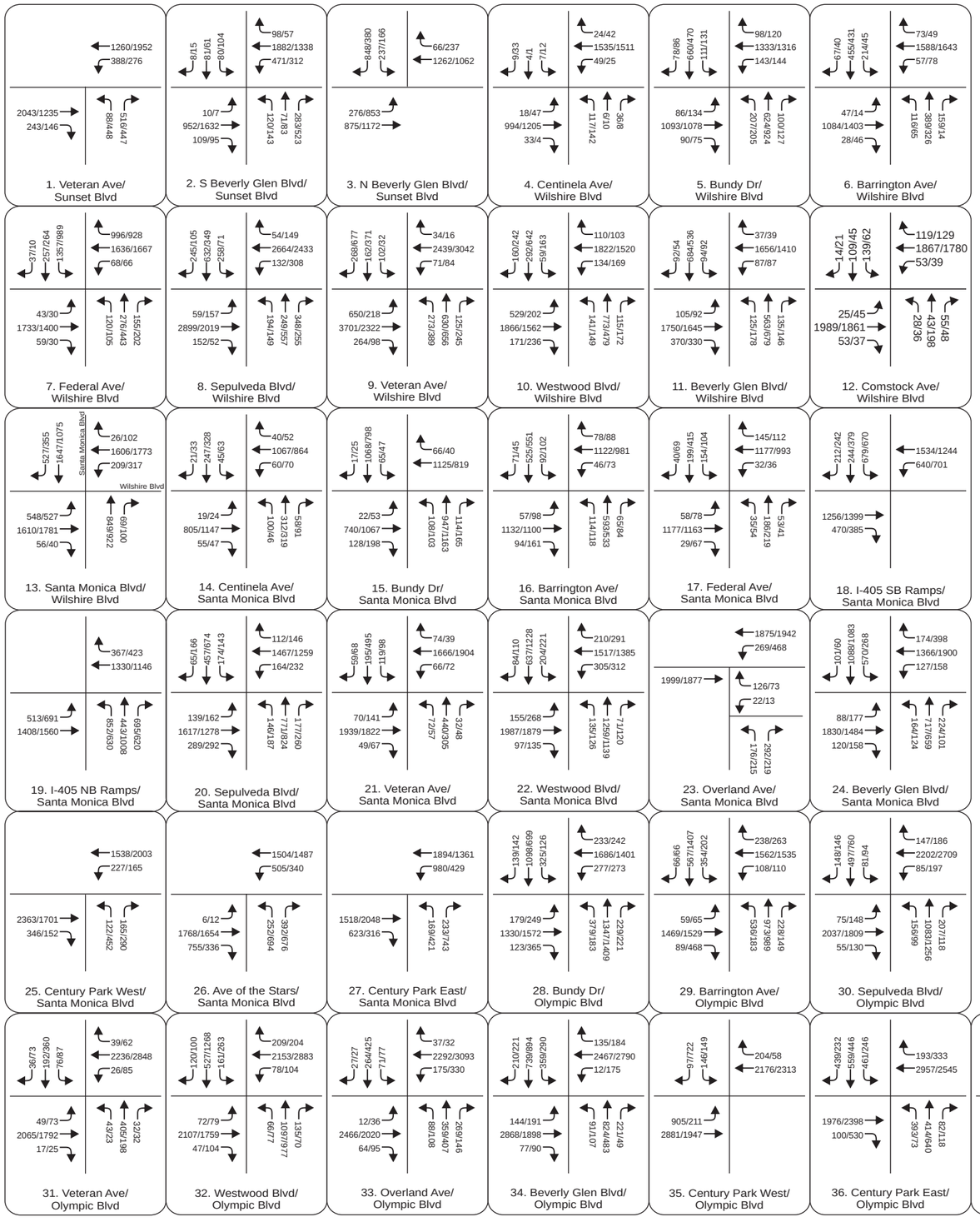
Table 6-4: Year 2012 With Project Alternative A AM Peak Hour Intersection LOS

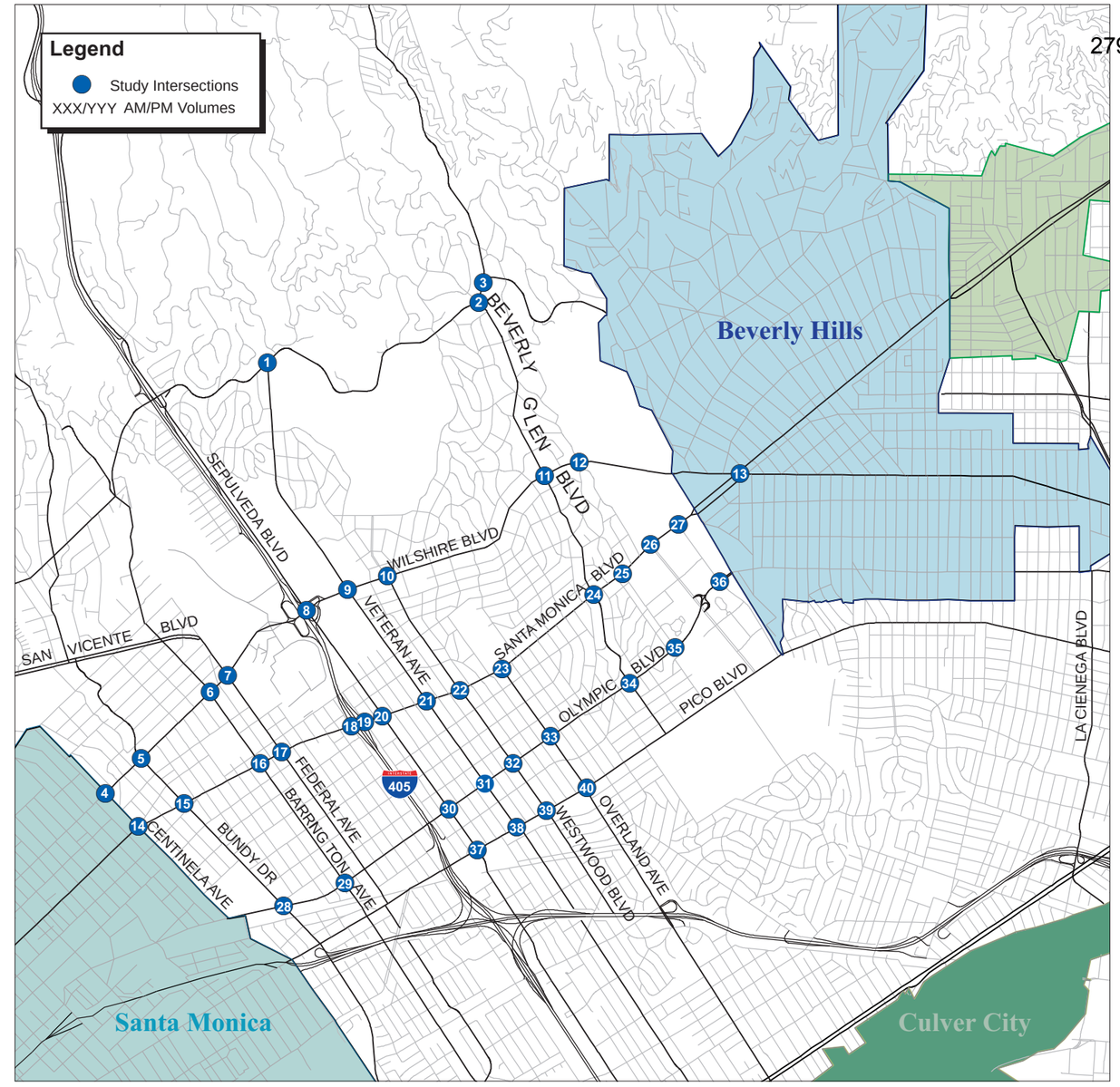
Intersection	2012 Without Project		2012 With Project Alternative A		Change in Delay	Threshold	Impact?
	Delay (sec)	LOS	Delay (sec)	LOS			
1. Veteran Ave/Sunset Blvd	92.3	F	90.8	F	-1.5	2.5	-
2. S Beverly Glen Blvd/Sunset Blvd	29.9[1]	C	30.4[1]	C	0.5	6.0	-
3. N Beverly Glen Blvd/Sunset Blvd	118.4[1]	F	117.7	F	-0.7	2.5	-
4. Centinela Ave/Wilshire Blvd	8.0	A	9.9	A	1.9	-	-
5. Bundy Dr/Wilshire Blvd	60.3	E	96.9	F	36.6	2.5	Yes
6. Barrington Ave/Wilshire Blvd	38.1	D	45.8	D	7.7	4.0	Yes
7. Federal Ave/Wilshire Blvd	67.8	E	57.4	E	*	2.5	-
8. Sepulveda Blvd/Wilshire Blvd	207.8	F	208.3	F	0.5	2.5	-
9. Veteran Ave/Wilshire Blvd	236.4	F	218.9	F	*	2.5	-
10. Westwood Blvd/Wilshire Blvd	66.8	E	49.7	D	*	4.0	-
11. Beverly Glen Blvd/Wilshire Blvd	34.5	C	38.5[1]	D	4.0	4.0	Yes
12. Comstock Ave/Wilshire Blvd	20.6	C	20.7	C	0.1	6.0	-
13. Santa Monica Blvd/Wilshire Blvd	91.6[1]	F	57.6[1]	E	*	4.0	-
14. Centinela Ave/Santa Monica Blvd	16.6	B	15.6	B	-1.0	-	-
15. Bundy Dr/Santa Monica Blvd	16.9	B	17.1	B	0.2	-	-
16. Barrington Ave/Santa Monica Blvd	16.5	B	16.8	B	0.3	-	-
17. Federal Ave/Santa Monica Blvd	27.8	C	28.4	C	0.6	6.0	-
18. I-405 SB Ramps/Santa Monica Blvd	26.8	C	26.9	C	0.1	6.0	-
19. I-405 NB Ramps/Santa Monica Blvd	48.9	D	47.2	D	-1.7	4.0	-
20. Sepulveda Blvd/Santa Monica Blvd	46.4	D	40.1	D	-6.3	4.0	-
21. Veteran Ave/Santa Monica Blvd	20.6	C	21.7	C	1.1	6.0	-
22. Westwood Blvd/Santa Monica Blvd	122.9	F	122.4	F	-0.5	2.5	-
23. Overland Ave/Santa Monica Blvd	30.0	C	29.6	C	-0.4	6.0	-
24. Beverly Glen Blvd/Santa Monica Blvd	60.7	E	61.2	E	0.5	2.5	-
25. Century Park W/Santa Monica Blvd	20.5	C	20.0	C	-0.5	6.0	-
26. Ave of the Stars/Santa Monica Blvd	46.8	D	47.1	D	0.3	4.0	-
27. Century Park E/Santa Monica Blvd	28.5	C	27.9	C	-0.6	6.0	-
28. Bundy Dr/Olympic Blvd	99.5	F	102.1	F	2.6	2.5	Yes
29. Barrington Ave/Olympic Blvd	51.1	D	51.3	D	0.2	4.0	-
30. Sepulveda Blvd/Olympic Blvd	33.9	C	35.0	C	1.1	6.0	-

31. Veteran Ave/Olympic Blvd	23.8	C	22.8	C	-1.0	6.0	-
32. Westwood Blvd/Olympic Blvd	38.7	D	46.9	D	8.2	4.0	Yes
33. Overland Ave/Olympic Blvd	37.6	D	40.7	D	3.1	4.0	-
34. Beverly Glen Blvd/Olympic Blvd	67.3[1]	E	67.3	E	0.0	2.5	-
35. Century Park W/Olympic Blvd	15.0	B	15.4	B	0.4	-	-
36. Century Park E/Olympic Blvd	42.6	D	42.5	D	-0.1	4.0	-
37. Sepulveda Blvd/Pico Blvd	53.0	D	54.5	D	1.5	4.0	-
38. Veteran Ave/Pico Blvd	12.2	B	11.2	B	-1.0	-	-
39. Westwood Blvd/Pico Blvd	39.1	D	39.4	D	0.3	4.0	-
40. Overland Ave/Pico Blvd	60.1	E	60.0	E	-0.1	2.5	-
41. Fairfax Ave/3rd St	70.4[1]	E	68.4[1]	E	-2.0	2.5	-
42. La Brea Ave/3rd St	34.5	C	34.3	C	-0.2	6.0	-
43. Highland Ave/3rd St	69.6	E	71.6	E	2.0	2.5	-
44. Western Ave/3rd St	47.1	D	48.6	D	1.5	4.0	-
45. Vermont Ave/3rd St	42.3	D	41.8	D	-0.5	4.0	-
46. Fairfax Ave/6th St	15.6[1]	B	15.4	B	-0.2	-	-
47. La Brea Ave/6th St	58.9	E	50.2	D	-8.7	4.0	-
48. Highland Ave/6th St	18.9	B	19.2	B	0.3	-	-
49. Western Ave/6th St	27.2	C	27.6	C	0.4	6.0	-
50. Vermont Ave/6th St	39.6	D	41.5	D	1.9	4.0	-
51. Alvarado St/6th St	17.5	B	17.4	B	-0.1	-	-
52. San Vicente Blvd/Wilshire Blvd	76.2	E	73.1	E	*	2.5	-
53. Fairfax Ave/Wilshire Blvd	104.0	F	119.2[1]	F	15.2	2.5	Yes
54. La Brea Ave/Wilshire Blvd	37.5	D	41.7	D	4.2	4.0	Yes
55. Highland Ave/Wilshire Blvd	44.2	D	49.9	D	5.7	4.0	Yes
56. Crenshaw Blvd/Wilshire Blvd	31.9	C	32.5	C	0.6	6.0	-
57. Western Ave/Wilshire Blvd	56.8[1]	E	51.5[1]	D	*	4.0	-
58. Vermont Ave/Wilshire Blvd	60.1	E	59.1	E	*	2.5	-
59. Alvarado St/Wilshire Blvd	23.0	C	22.0	C	*	6.0	-
60. Fairfax Ave/8th St	11.7	B	12.2	B	0.5	-	-
61. La Brea Ave/8th St	8.4	A	10.2	B	1.8	-	-
62. Crenshaw Blvd/8th St	11.4	B	12.5	B	1.1	-	-
63. Western Ave/8th St	16.2	B	16.3	B	0.1	-	-
64. Vermont Ave/8th St	21.4	C	23.1	C	1.7	6.0	-
65. Alvarado St/8th St	13.4	B	13.5	B	0.1	-	-
66. Fairfax Ave/San Vicente Blvd	27.0	C	29.8	C	2.8	6.0	-
67. Fairfax Ave/Olympic Blvd	37.0	D	42.7	D	5.7	4.0	Yes
68. San Vicente Blvd/Olympic Blvd	31.2	C	30.9	C	-0.3	6.0	-
69. La Brea Ave/Olympic Blvd	46.6	D	46.8	D	0.2	4.0	-
70. Highland Ave/Olympic Blvd	48.2	D	51.1	D	2.9	4.0	-
71. Crenshaw Blvd/Olympic Blvd	68.5	E	71.3	E	2.8	2.5	Yes
72. Western Ave/Olympic Blvd	31.6	C	33.5	C	1.9	6.0	-
73. Vermont Ave/Olympic Blvd	37.5	D	38.9	D	1.4	4.0	-
74. Alvarado St/Olympic Blvd	23.9	C	23.7	C	-0.2	6.0	-

***** Average delay reduced, see explanation in "Analysis Methodology" section.
Notes:
HCM 2000 Operations Methodology
Delay = Average Vehicle Delay (Seconds), LOS = Level of Service.
1 = Delay was revised to provide consistency with the modeling results presented in the technical appendices of the Draft EIR/EA that was circulated for public review in June 2010.

Table 6-5 presents the year 2012 with Project Alternative A intersection operating conditions during the p.m. peak hour at the 74 study intersections.





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Traffic Impact Analysis

FIGURE 6-4A
Year 2012 With Project Alternative A Volumes

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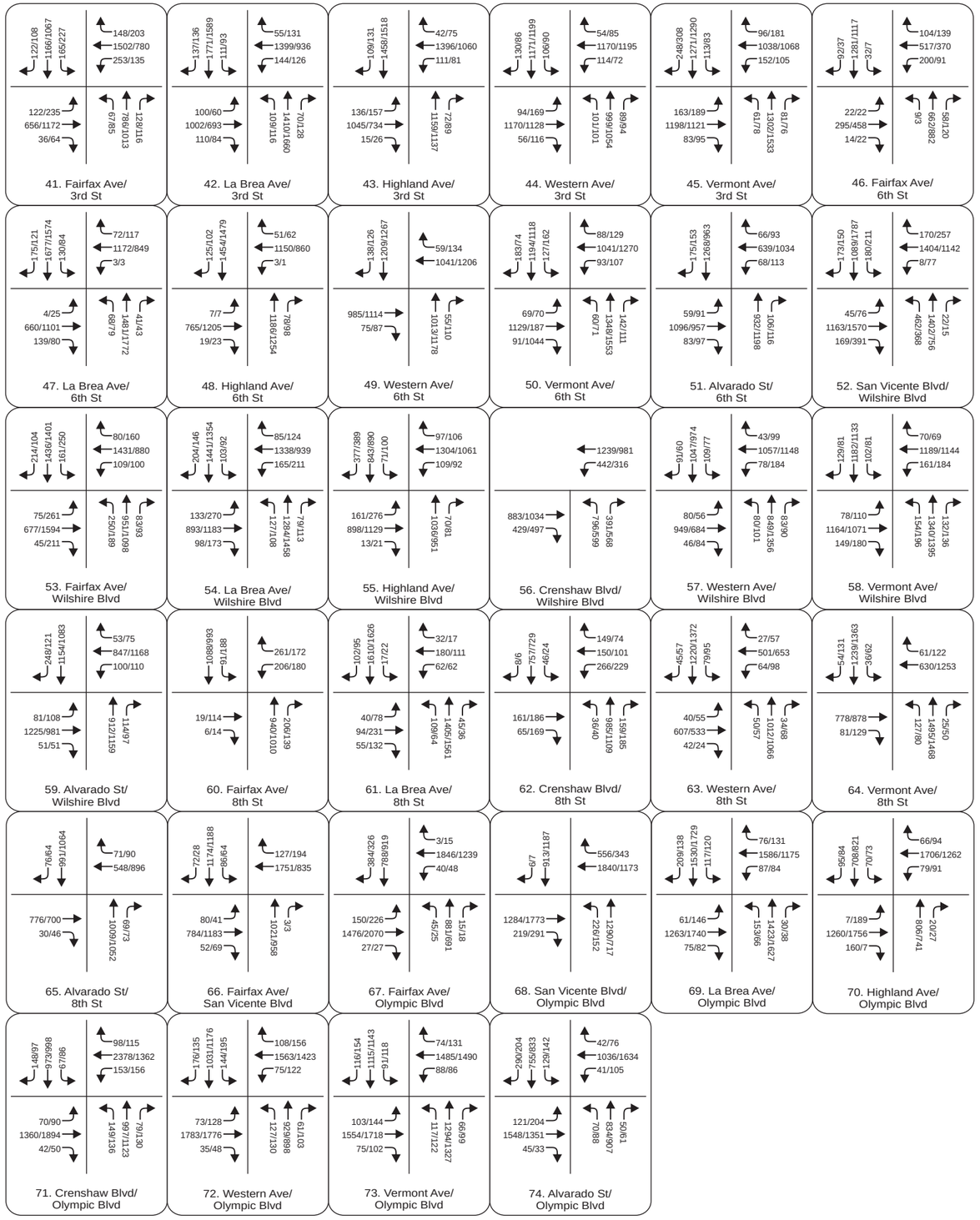

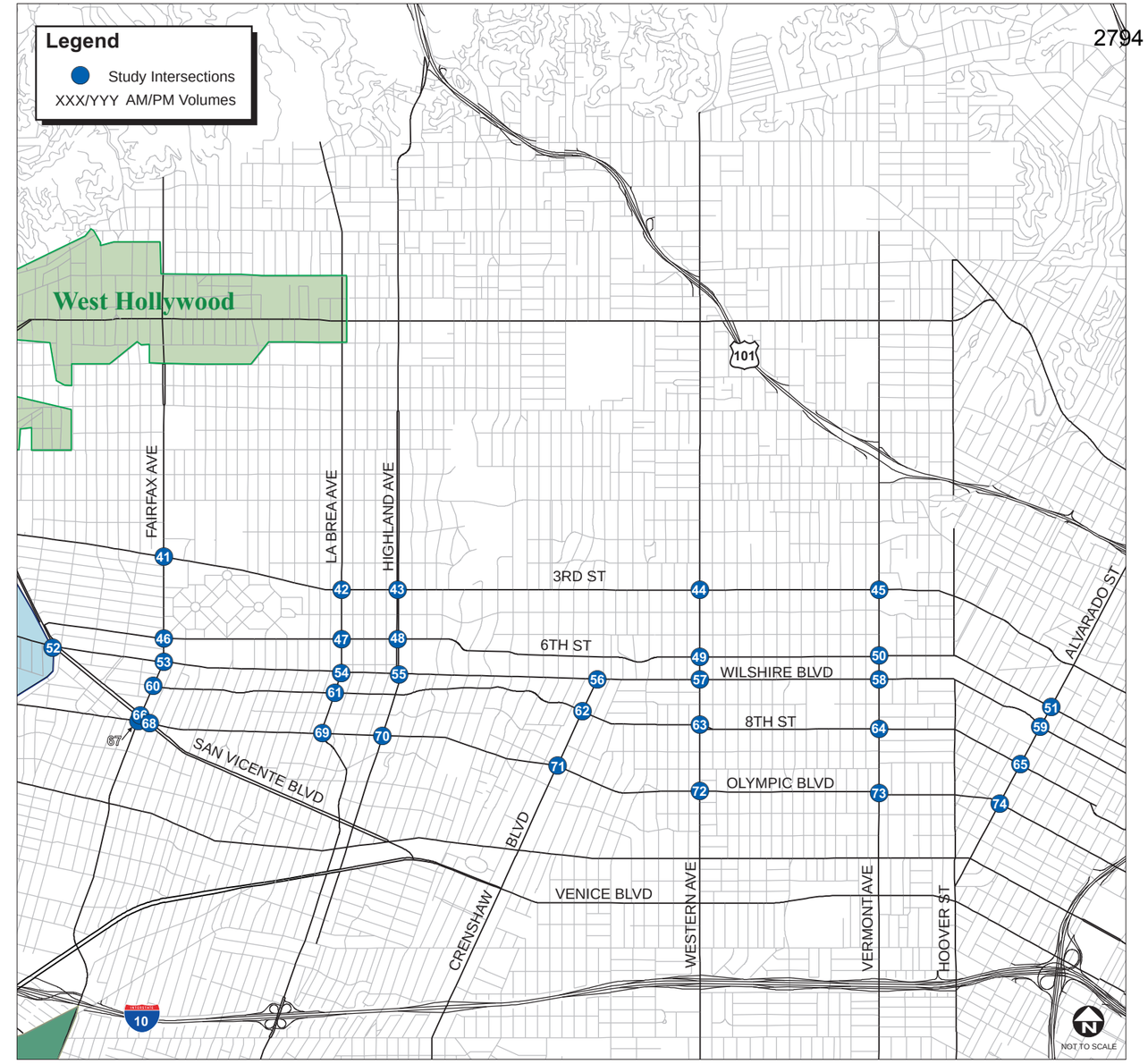

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Traffic Impact Analysis

FIGURE 6-4B
Year 2012 With Project Alternative A Volumes

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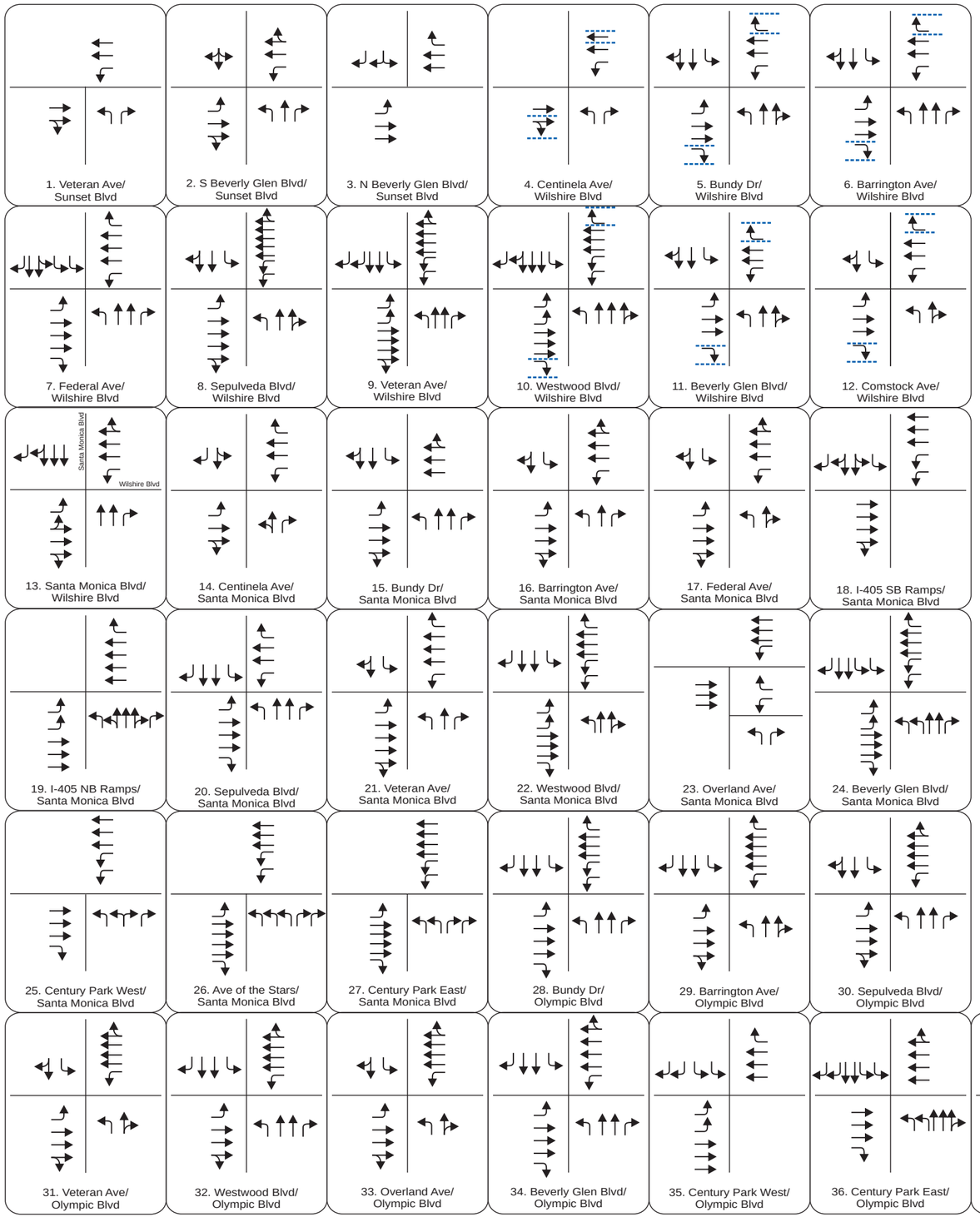

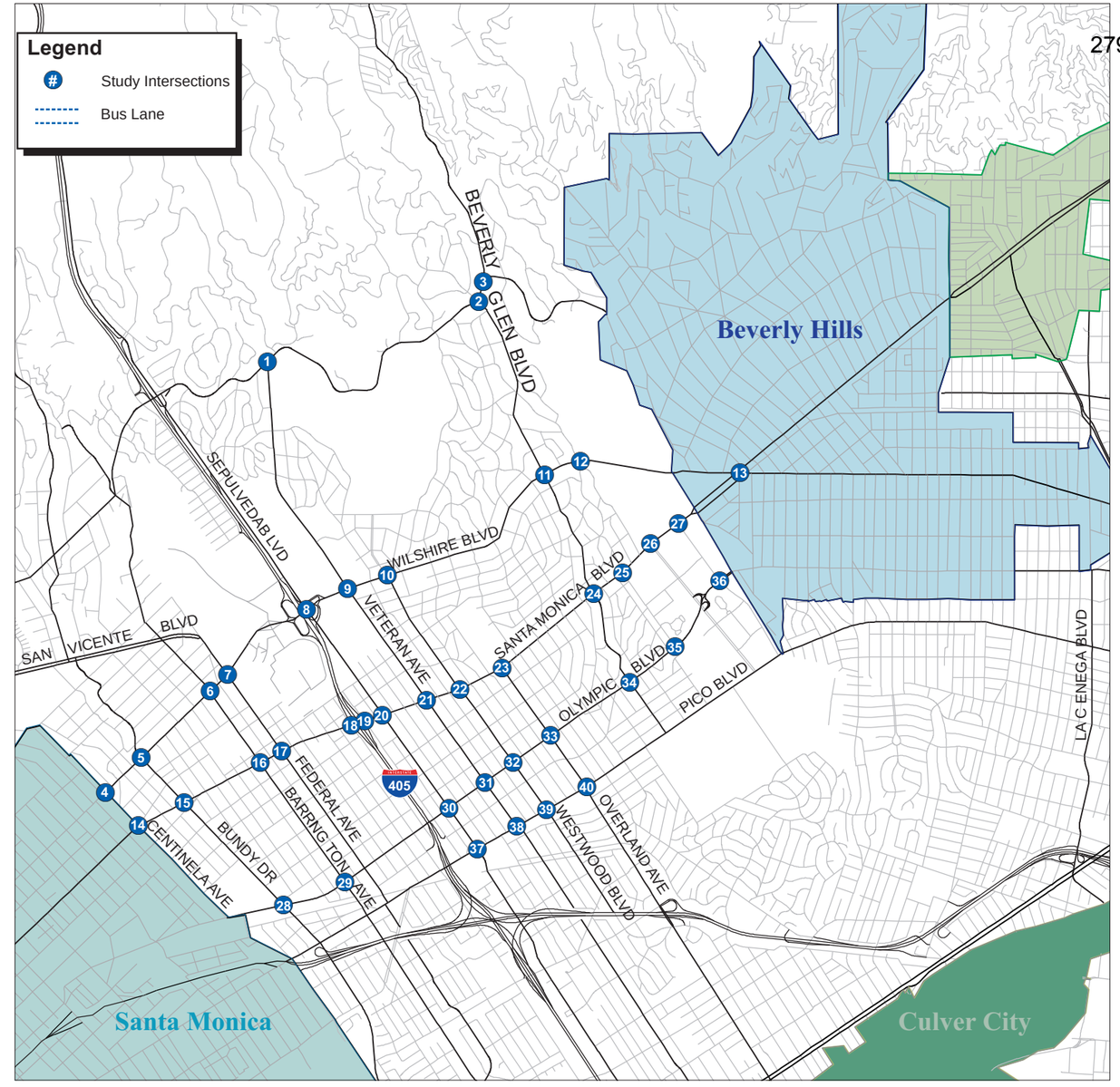

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FIGURE 6-5A
Project Alternative Lane Configurations

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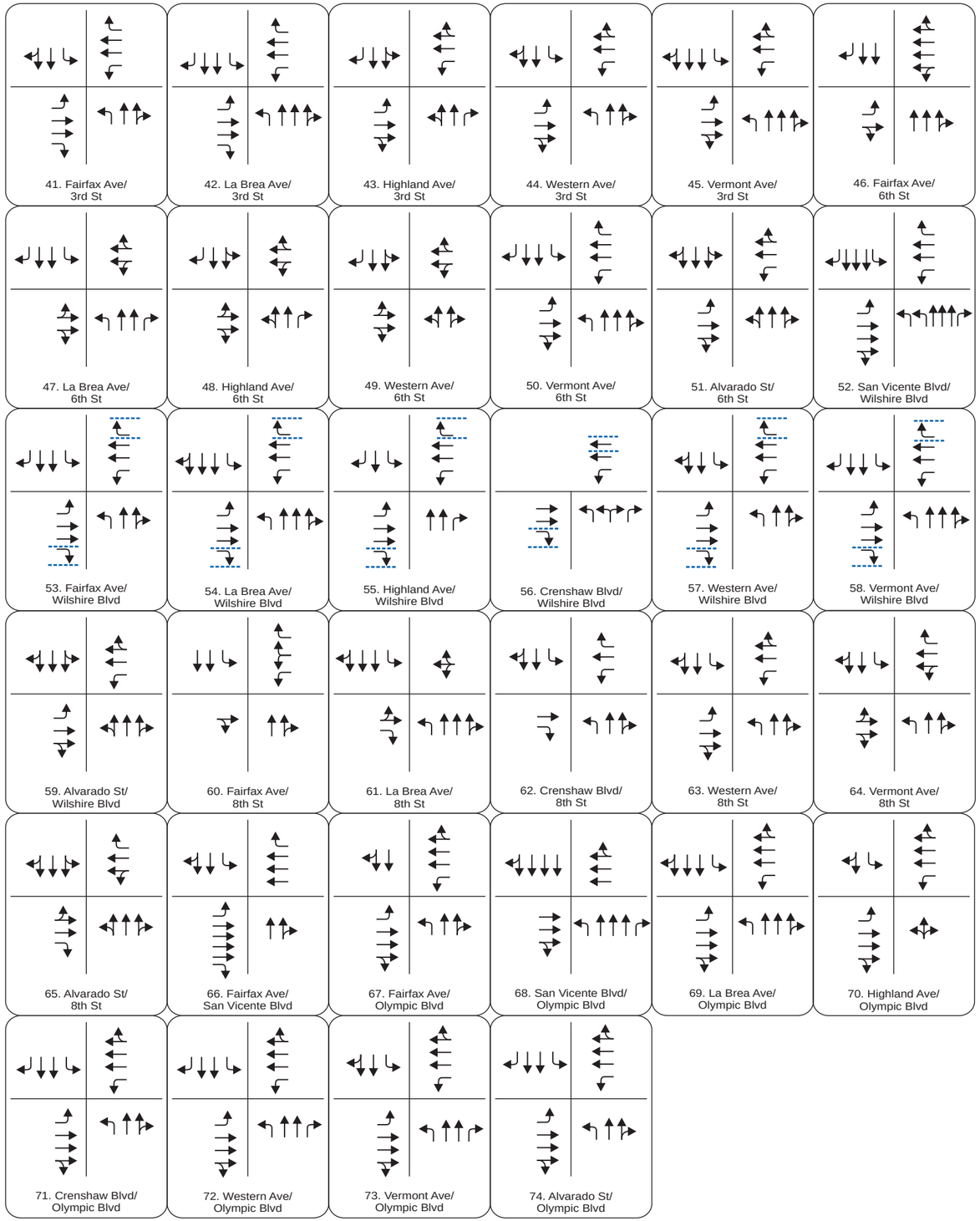

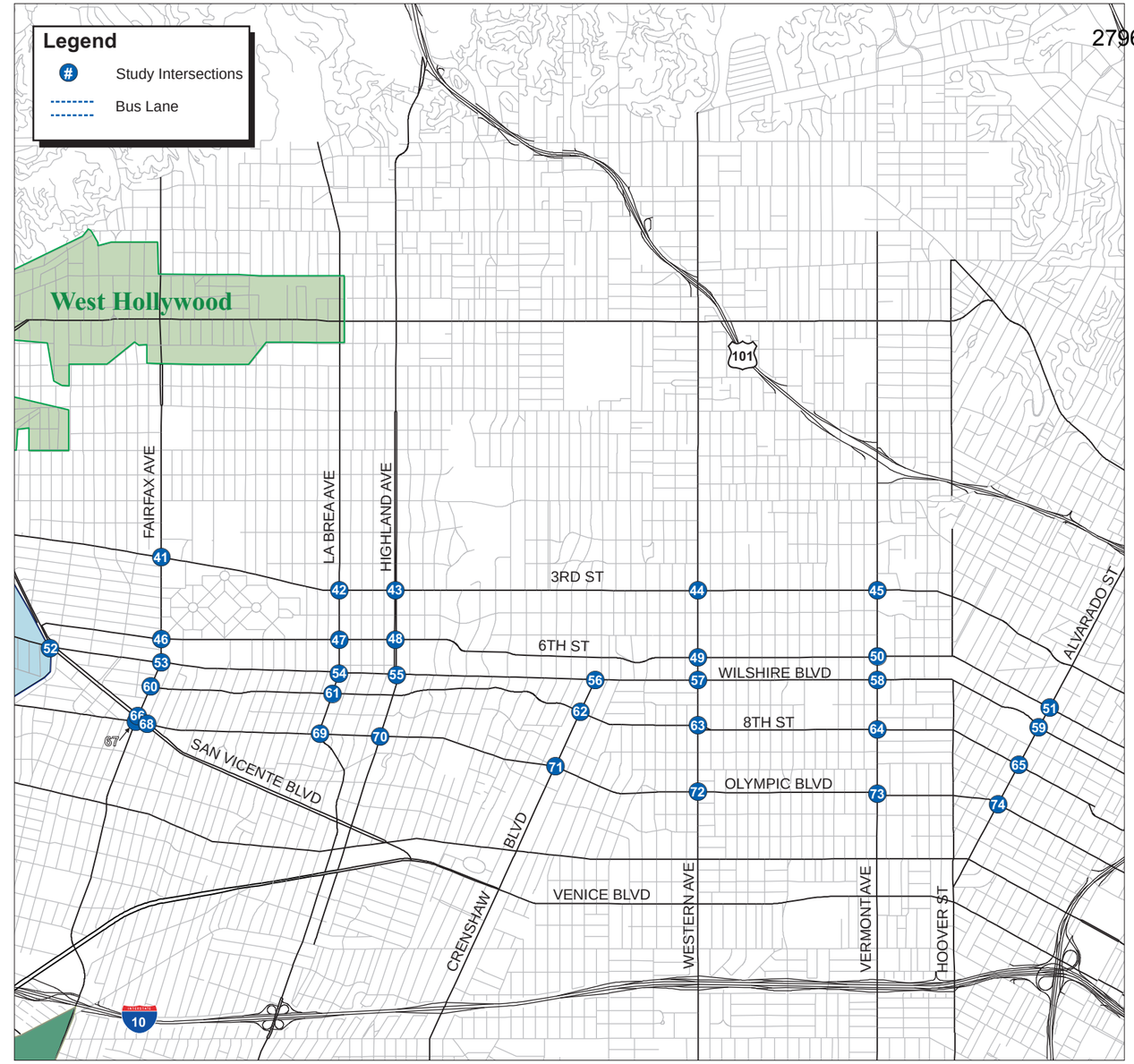

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Wilshire Blvd BRT Project
Traffic Impact Analysis

FIGURE 6-5B
Project Alternative Lane Configurations

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TABLE 6-5: YEAR 2012 WITH PROJECT ALTERNATIVE A PM PEAK HOUR INTERSECTION LOS

Intersection	2012 Without Project		2012 With Project Alternative A		Change in Delay	Threshold	Impact?
	Delay (sec)	LOS	Delay (sec)	LOS			
1. Veteran Ave/Sunset Blvd	41.5	D	34.7	C	-6.8	6.0	-
2. S Beverly Glen Blvd/Sunset Blvd	49.4[1]	D	43.7[1]	D	-5.7	4.0	-
3. N Beverly Glen Blvd/Sunset Blvd	46.0[1]	D	39.3[1]	D	-6.7	4.0	-
4. Centinela Ave/Wilshire Blvd	8.3	A	7.8	A	*	-	-
5. Bundy Dr/Wilshire Blvd	77.2	E	103.9	F	26.7	2.5	Yes
6. Barrington Ave/Wilshire Blvd	32.9	C	30.9	C	*	6.0	-
7. Federal Ave/Wilshire Blvd	49.9	D	46.2	D	*	4.0	-
8. Sepulveda Blvd/Wilshire Blvd	111.5	F	93.0	F	*	2.5	-
9. Veteran Ave/Wilshire Blvd	114.9	F	107.8	F	*	2.5	-
10. Westwood Blvd/Wilshire Blvd	62.7	E	45.7	D	*	4.0	-
11. Beverly Glen Blvd/Wilshire Blvd	38.1	D	41.5[1]	D	3.4	4.0	-
12. Comstock Ave/Wilshire Blvd	25.7	C	25.1	C	*	6.0	-
13. Santa Monica Blvd/Wilshire Blvd	95.3[1]	F	79.1[1]	E	*	2.5	-
14. Centinela Ave/Santa Monica Blvd	16.9	B	17.0	B	0.1	-	-
15. Bundy Dr/Santa Monica Blvd	16.0	B	16.2	B	0.2	-	-
16. Barrington Ave/Santa Monica Blvd	15.1	B	15.1	B	0.0	-	-
17. Federal Ave/Santa Monica Blvd	31.0	C	31.1	C	0.1	6.0	-
18. I-405 SB Ramps/Santa Monica Blvd	26.3	C	26.1	C	-0.2	6.0	-
19. I-405 NB Ramps/Santa Monica Blvd	52.4	D	49.5	D	-2.9	4.0	-
20. Sepulveda Blvd/Santa Monica Blvd	46.6	D	45.1	D	-1.5	4.0	-
21. Veteran Ave/Santa Monica Blvd	61.2	E	67.4	E	6.2	2.5	Yes
22. Westwood Blvd/Santa Monica Blvd	90.7	F	88.6	F	-2.1	2.5	-
23. Overland Ave/Santa Monica Blvd	72.9	E	80.8	F	7.9	2.5	Yes
24. Beverly Glen Blvd/Santa Monica Blvd	48.9	D	53.9	D	5.0	4.0	Yes
25. Century Park W/Santa Monica Blvd	23.2	C	23.1	C	-0.1	6.0	-
26. Ave of the Stars/Santa Monica Blvd	27.8	C	28.0	C	0.2	6.0	-
27. Century Park E/Santa Monica Blvd	18.0	B	18.0	B	0.0	-	-
28. Bundy Dr/Olympic Blvd	73.3	E	74.9	E	1.6	2.5	-
29. Barrington Ave/Olympic Blvd	56.3	E	55.7	E	-0.6	2.5	-
30. Sepulveda Blvd/Olympic Blvd	51.5	D	53.8	D	2.3	4.0	-
31. Veteran Ave/Olympic Blvd	13.6	B	14.1	B	0.5	-	-
32. Westwood Blvd/Olympic Blvd	44.5[1]	D	44.8[1]	D	0.3	4.0	-
33. Overland Ave/Olympic Blvd	65.5[1]	E	66.5[1]	E	1.0	2.5	-
34. Beverly Glen Blvd/Olympic Blvd	49.0	D	53.9	D	4.9	4.0	Yes
35. Century Park W/Olympic Blvd	20.6	C	21.5	C	0.9	6.0	-
36. Century Park E/Olympic Blvd	44.9	D	46.2	D	1.3	4.0	-
37. Sepulveda Blvd/Pico Blvd	65.6	E	65.5	E	-0.1	2.5	-
38. Veteran Ave/Pico Blvd	19.1	B	21.9	C	2.8	6.0	-
39. Westwood Blvd/Pico Blvd	70.1	E	74.6	E	4.5	2.5	Yes
40. Overland Ave/Pico Blvd	122.9	F	119.0	F	-3.9	2.5	-
41. Fairfax Ave/3rd St	44.6[1]	D	43.7[1]	D	-0.9	4.0	-
42. La Brea Ave/3rd St	26.2	C	26.2	C	0.0	6.0	-
43. Highland Ave/3rd St	29.9	C	30.8	C	0.9	6.0	-
44. Western Ave/3rd St	54.8	D	54.7	D	-0.1	4.0	-
45. Vermont Ave/3rd St	43.8	D	43.6	D	-0.2	4.0	-
46. Fairfax Ave/6th St	13.9	B	13.2	B	-0.7	-	-
47. La Brea Ave/6th St	78.5	E	72.9	E	-5.6	2.5	-

48. Highland Ave/6th St	18.2	B	19.0	B	0.8	-	-
49. Western Ave/6th St	30.8	C	31.2	C	0.4	6.0	-
50. Vermont Ave/6th St	47.2	D	48.7	D	1.5	4.0	-
51. Alvarado St/6th St	20.3	C	19.7	B	-0.6	-	-
52. San Vicente Blvd/Wilshire Blvd	116.6	F	101.7	F	*	2.5	-
53. Fairfax Ave/Wilshire Blvd	151.5	F	148.7	F	*	2.5	-
54. La Brea Ave/Wilshire Blvd	34.8	C	37.0	D	2.2	4.0	-
55. Highland Ave/Wilshire Blvd	38.6	D	37.6	D	*	4.0	-
56. Crenshaw Blvd/Wilshire Blvd	21.5	C	24.0	C	2.5	6.0	-
57. Western Ave/Wilshire Blvd	111.1[1]	F	101.3[1]	F	*	2.5	-
58. Vermont Ave/Wilshire Blvd	65.8	E	57.9	E	*	2.5	-
59. Alvarado St/Wilshire Blvd	30.4	C	31.8	C	1.4	6.0	-
60. Fairfax Ave/8th St	13.6	B	14.9	B	1.3	-	-
61. La Brea Ave/8th St	10.9	B	10.6	B	-0.3	-	-
62. Crenshaw Blvd/8th St	15.5	B	17.1	B	1.6	-	-
63. Western Ave/8th St	16.8	B	16.5	B	-0.3	-	-
64. Vermont Ave/8th St	30.7	C	32.8	C	2.1	6.0	-
65. Alvarado St/8th St	14.1	B	14.1	B	0.0	-	-
66. Fairfax Ave/San Vicente Blvd	23.0	C	25.2	C	2.2	6.0	-
67. Fairfax Ave/Olympic Blvd	60.9	E	72.9	E	12.0	2.5	Yes
68. San Vicente Blvd/Olympic Blvd	22.8	C	23.2	C	0.4	6.0	-
69. La Brea Ave/Olympic Blvd	68.0	E	70.3	E	2.3	2.5	-
70. Highland Ave/Olympic Blvd	71.0	E	68.6	E	-2.4	2.5	-
71. Crenshaw Blvd/Olympic Blvd	51.8	D	46.9	D	-4.9	4.0	-
72. Western Ave/Olympic Blvd	48.0	D	49.9	D	1.9	4.0	-
73. Vermont Ave/Olympic Blvd	63.7	E	64.7	E	1.0	2.5	-
74. Alvarado St/Olympic Blvd	33.2	C	35.5	D	2.3	4.0	-

***** Average delay reduced, see explanation in "Analysis Methodology" section.
Notes:
HCM 2000 Operations Methodology
Delay = Average Vehicle Delay (Seconds), LOS = Level of Service
1 = Delay was revised to provide consistency with the modeling results presented in the technical appendices of the Draft EIR/EA that was circulated for public review in June 2010.

As shown in **Tables 6-4 and 6-5**, the following 15 intersections are forecast to be significantly impacted in year 2012 with Project Alternative A conditions:

- Bundy Drive/Wilshire Boulevard (a.m. and p.m. peak hours);
- Barrington Avenue/Wilshire Boulevard (a.m. peak hour);
- Beverly Glen Boulevard/Wilshire Boulevard (a.m. peak hour);
- Veteran Avenue/Santa Monica Boulevard (p.m. peak hour);
- Overland Avenue/Santa Monica Boulevard (p.m. peak hour);
- Beverly Glen Boulevard/Santa Monica Boulevard (p.m. peak hour);
- Bundy Drive/Olympic Boulevard (a.m. peak hour);
- Westwood Boulevard/Olympic Boulevard (a.m. peak hour);
- Beverly Glen Boulevard/Olympic Boulevard (p.m. peak hour);
- Westwood Boulevard/Pico Boulevard (p.m. peak hour);
- Fairfax Avenue/Wilshire Boulevard (a.m. peak hour);
- La Brea Avenue/Wilshire Boulevard (a.m. peak hour);
- Highland Avenue/Wilshire Boulevard (a.m. peak hour);
- Fairfax Avenue/Olympic Boulevard (a.m. and p.m. peak hours); and

- Crenshaw Boulevard/Olympic Boulevard (a.m. peak hour).

6.4 Year 2012 With Project Alternative A-1 Levels of Service

Year 2012 with Project Alternative A-1 peak hour volumes are shown in **Figure 6-6**. A level of service analysis was conducted to evaluate year 2020 with Project Alternative A-1 intersection operations. Detailed level of service calculation sheets can be found in **Appendix B**. **Table 6-6** presents the year 2012 with Project Alternative A-1 intersection operating conditions for the a.m. peak hour at the 74 study intersections.

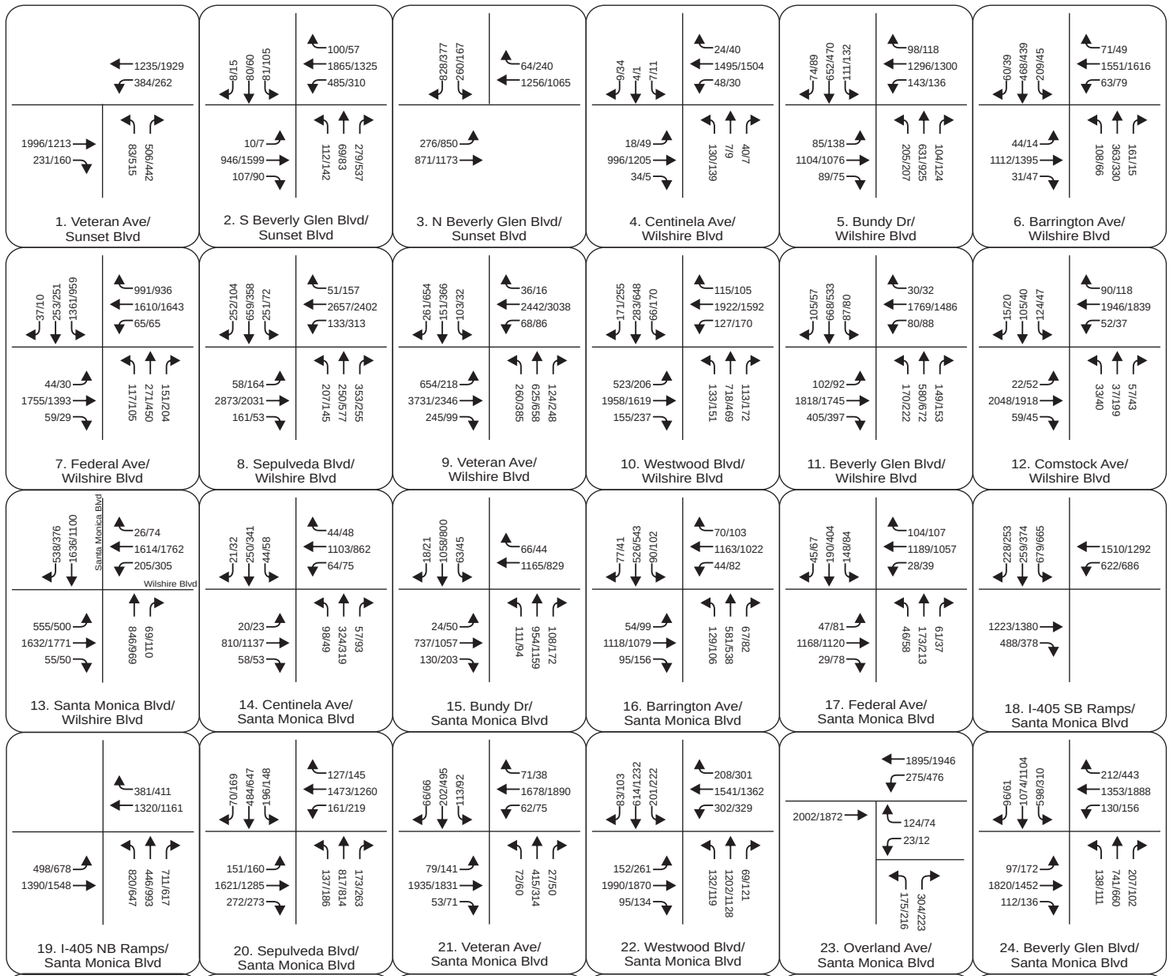
Table 6-6: Year 2012 With Project Alternative A-1 AM Peak Hour Intersection LOS

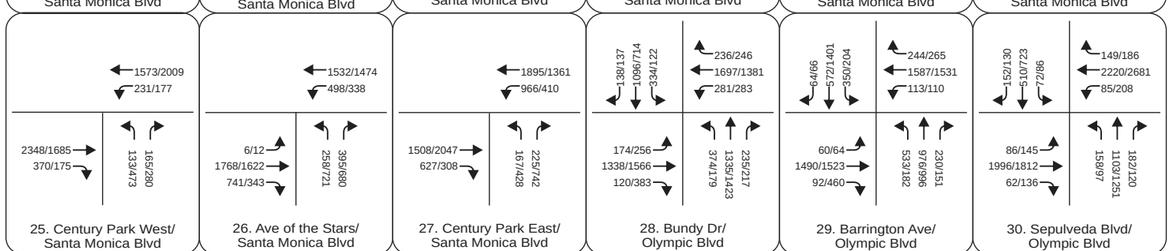
Intersection	2012 Without Project		2012 With Project Alternative A-1		Change in Delay	Threshold	Impact?
	Delay (sec)	LOS	Delay (sec)	LOS			
1. Veteran Ave/Sunset Blvd	92.3	F	82.7	F	-9.6	2.5	-
2. S Beverly Glen Blvd/Sunset Blvd	29.9[1]	C	29.5	C	-0.4	6.0	-
3. N Beverly Glen Blvd/Sunset Blvd	118.4[1]	F	120.5	F	2.1	2.5	-
4. Centinela Ave/Wilshire Blvd	8.0	A	11.3	B	3.3	-	-
5. Bundy Dr/Wilshire Blvd	60.3	E	92.4	F	32.1	2.5	Yes
6. Barrington Ave/Wilshire Blvd	38.1	D	42.5	D	4.4	4.0	Yes
7. Federal Ave/Wilshire Blvd	67.8	E	58.8	E	*	2.5	-
8. Sepulveda Blvd/Wilshire Blvd	207.8	F	206.6	F	*	2.5	-
9. Veteran Ave/Wilshire Blvd	236.4	F	219.3	F	*	2.5	-
10. Westwood Blvd/Wilshire Blvd	66.8	E	54.6	D	*	4.0	-
11. Beverly Glen Blvd/Wilshire Blvd	34.5	C	33.6	C	*	6.0	-
12. Comstock Ave/Wilshire Blvd	20.6	C	13.1	B	*	-	-
13. Santa Monica Blvd/Wilshire Blvd	91.6[1]	F	59.4	E	*	2.5	-
14. Centinela Ave/Santa Monica Blvd	16.6	B	15.8	B	-0.8	-	-
15. Bundy Dr/Santa Monica Blvd	16.9	B	17.3	B	0.4	-	-
16. Barrington Ave/Santa Monica Blvd	16.5	B	17.1	B	0.6	-	-
17. Federal Ave/Santa Monica Blvd	27.8	C	27.8	C	0.0	6.0	-
18. I-405 SB Ramps/Santa Monica Blvd	26.8	C	26.9	C	0.1	6.0	-
19. I-405 NB Ramps/Santa Monica Blvd	48.9	D	47.1	D	-1.8	4.0	-
20. Sepulveda Blvd/Santa Monica Blvd	46.4	D	42.0	D	-4.4	4.0	-
21. Veteran Ave/Santa Monica Blvd	20.6	C	21.7	C	1.1	6.0	-
22. Westwood Blvd/Santa Monica Blvd	122.9	F	122.1	F	-0.8	2.5	-
23. Overland Ave/Santa Monica Blvd	30.0	C	30.6	C	0.6	6.0	-
24. Beverly Glen Blvd/Santa Monica Blvd	60.7	E	59.2	E	-1.5	2.5	-
25. Century Park W/Santa Monica Blvd	20.5	C	19.9	B	-0.6	-	-
26. Ave of the Stars/Santa Monica Blvd	46.8	D	46.9	D	0.1	4.0	-
27. Century Park E/Santa Monica Blvd	28.5	C	26.8	C	-1.7	6.0	-
28. Bundy Dr/Olympic Blvd	99.5	F	101.8	F	2.3	2.5	-
29. Barrington Ave/Olympic Blvd	51.1	D	52.2	D	1.1	4.0	-
30. Sepulveda Blvd/Olympic Blvd	33.9	C	35.5	D	1.6	4.0	-
31. Veteran Ave/Olympic Blvd	23.8	C	22.8	C	-1.0	6.0	-
32. Westwood Blvd/Olympic Blvd	38.7	D	41.1	D	2.4	4.0	-
33. Overland Ave/Olympic Blvd	37.6	D	40.3	D	2.7	4.0	-
34. Beverly Glen Blvd/Olympic Blvd	67.3[1]	E	67.4	E	0.1	2.5	-

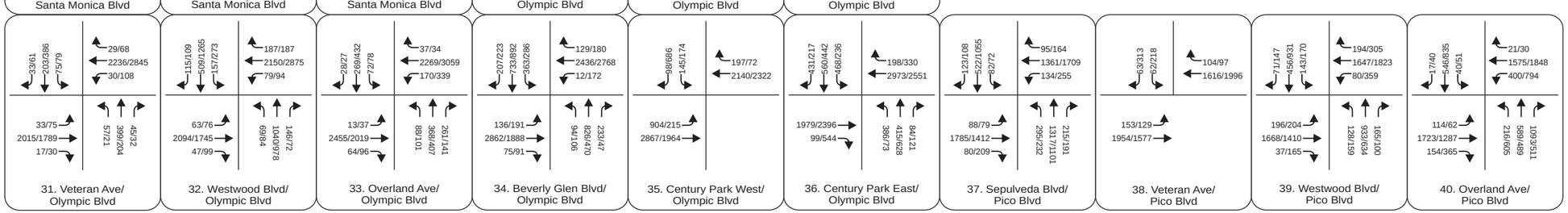
35. Century Park W/Olympic Blvd	15.0	B	15.1	B	0.1	-	-
36. Century Park E/Olympic Blvd	42.6	D	43.2	D	0.6	4.0	-
37. Sepulveda Blvd/Pico Blvd	53.0	D	51.7	D	-1.3	4.0	-
38. Veteran Ave/Pico Blvd	12.2	B	8.7	A	-3.5	-	-
39. Westwood Blvd/Pico Blvd	39.1	D	41.2	D	2.1	4.0	-
40. Overland Ave/Pico Blvd	60.1	E	62.0	E	1.9	2.5	-
41. Fairfax Ave/3rd St	70.4[1]	E	69.7	E	-0.7	2.5	-
42. La Brea Ave/3rd St	34.5	C	33.8	C	-0.7	6.0	-
43. Highland Ave/3rd St	69.6	E	69.7	E	0.1	2.5	-
44. Western Ave/3rd St	47.1	D	49.1	D	2.0	4.0	-
45. Vermont Ave/3rd St	42.3	D	41.7	D	-0.6	4.0	-
46. Fairfax Ave/6th St	15.6[1]	B	15.5	B	-0.1	-	-
47. La Brea Ave/6th St	58.9	E	52.3	D	-6.6	4.0	-
48. Highland Ave/6th St	18.9	B	19.1	B	0.2	-	-
49. Western Ave/6th St	27.2	C	27.1	C	-0.1	6.0	-
50. Vermont Ave/6th St	39.6	D	41.4	D	1.8	4.0	-
51. Alvarado St/6th St	17.5	B	17.4	B	-0.1	-	-
52. San Vicente Blvd/Wilshire Blvd	76.2	E	73.5	E	*	2.5	-
53. Fairfax Ave/Wilshire Blvd	104.0	F	122.5	F	18.5	2.5	Yes
54. La Brea Ave/Wilshire Blvd	37.5	D	44.2	D	6.7	4.0	Yes
55. Highland Ave/Wilshire Blvd	44.2	D	47.1	D	2.9	4.0	-
56. Crenshaw Blvd/Wilshire Blvd	31.9	C	32.7	C	0.8	6.0	-
57. Western Ave/Wilshire Blvd	56.8[1]	E	49.0	D	*	4.0	-
58. Vermont Ave/Wilshire Blvd	60.1	E	59.5	E	*	2.5	-
59. Alvarado St/Wilshire Blvd	23.0	C	21.6	C	*	6.0	-
60. Fairfax Ave/8th St	11.7	B	11.7	B	0.0	-	-
61. La Brea Ave/8th St	8.4	A	9.6	A	1.2	-	-
62. Crenshaw Blvd/8th St	11.4	B	12.7	B	1.3	-	-
63. Western Ave/8th St	16.2	B	16.3	B	0.1	-	-
64. Vermont Ave/8th St	21.4	C	23.0	C	1.6	6.0	-
65. Alvarado St/8th St	13.4	B	13.4	B	0.0	-	-
66. Fairfax Ave/San Vicente Blvd	27.0	C	32.8	C	5.8	6.0	-
67. Fairfax Ave/Olympic Blvd	37.0	D	42.5	D	5.5	4.0	Yes
68. San Vicente Blvd/Olympic Blvd	31.2	C	29.9	C	-1.3	6.0	-
69. La Brea Ave/Olympic Blvd	46.6	D	44.9	D	-1.7	4.0	-
70. Highland Ave/Olympic Blvd	48.2	D	51.4	D	3.2	4.0	-
71. Crenshaw Blvd/Olympic Blvd	68.5	E	76.0	E	7.5	2.5	Yes
72. Western Ave/Olympic Blvd	31.6	C	33.9	D	2.3	4.0	-
73. Vermont Ave/Olympic Blvd	37.5	D	38.1	D	0.6	4.0	-
74. Alvarado St/Olympic Blvd	23.9	C	24.7	C	0.8	6.0	-

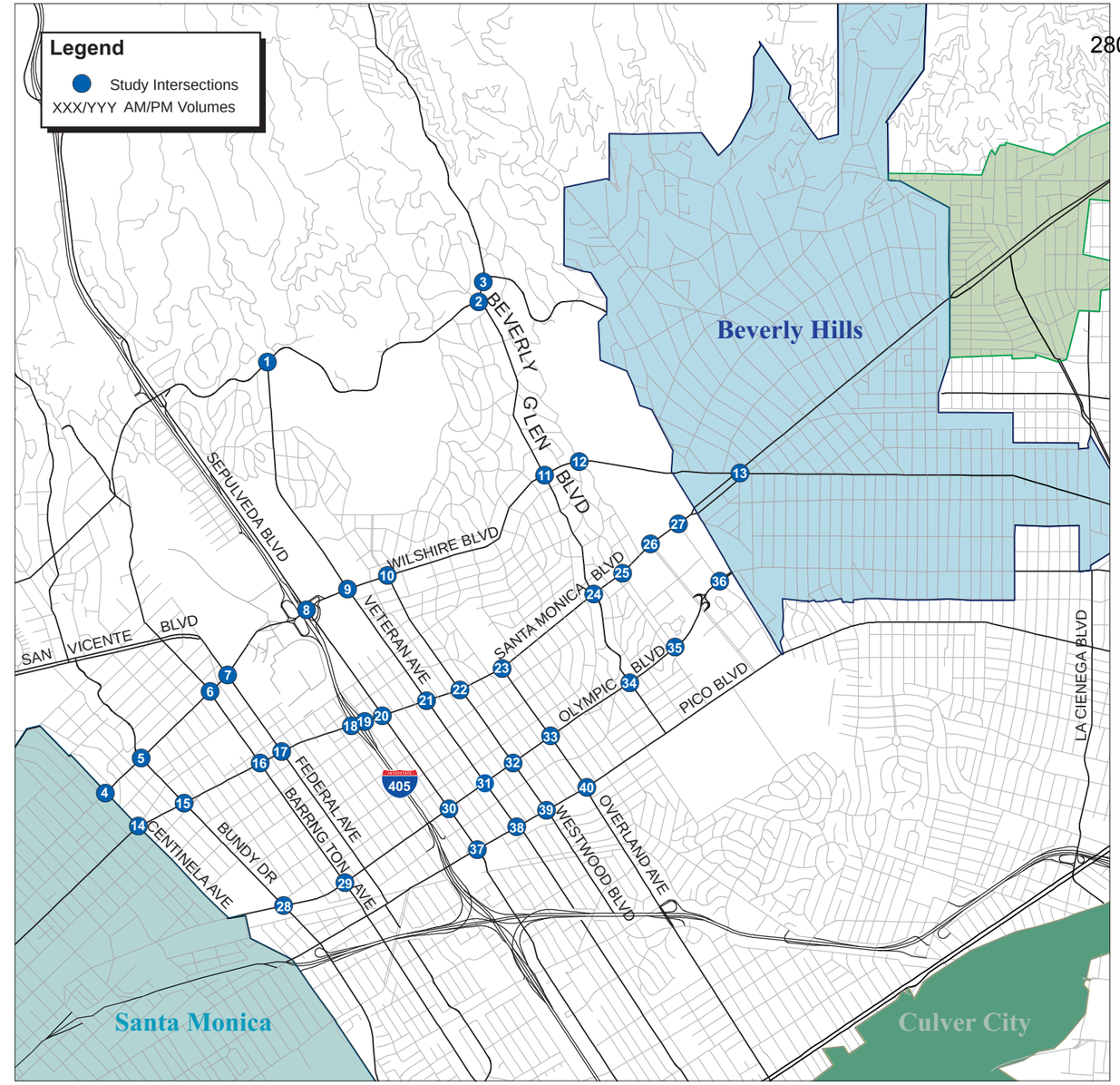
***** Average delay reduced, see explanation in "Analysis Methodology" section.
Notes:
HCM 2000 Operations Methodology
Delay = Average Vehicle Delay (Seconds), LOS = Level of Service
1 = Delay was revised to provide consistency with the modeling results presented in the technical appendices of the Draft EIR/EA that was circulated for public review in June 2010.

Table 6-7 presents the year 2012 with Project Alternative A-1 intersection operating conditions for the p.m. peak hour at the 74 study intersections.









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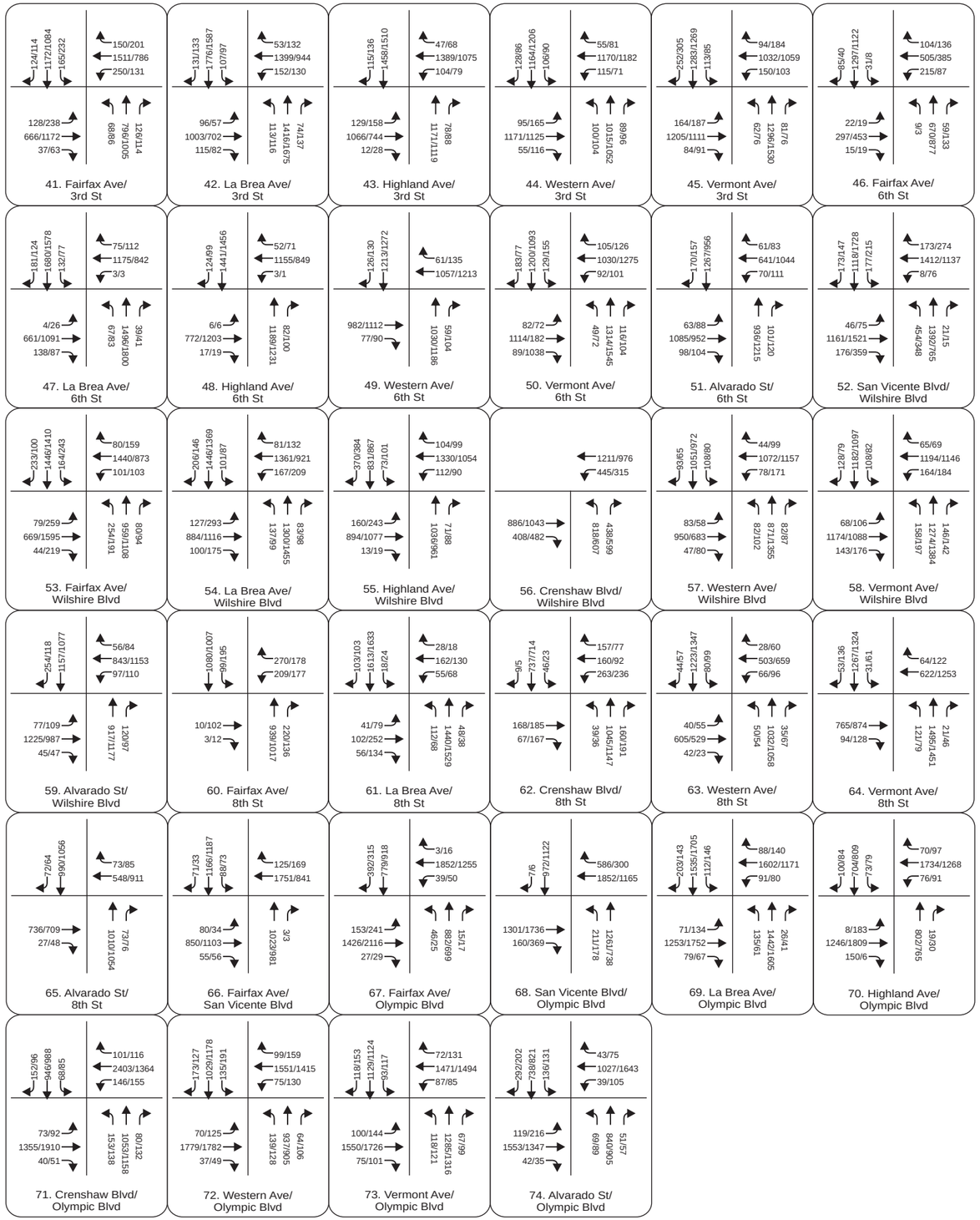
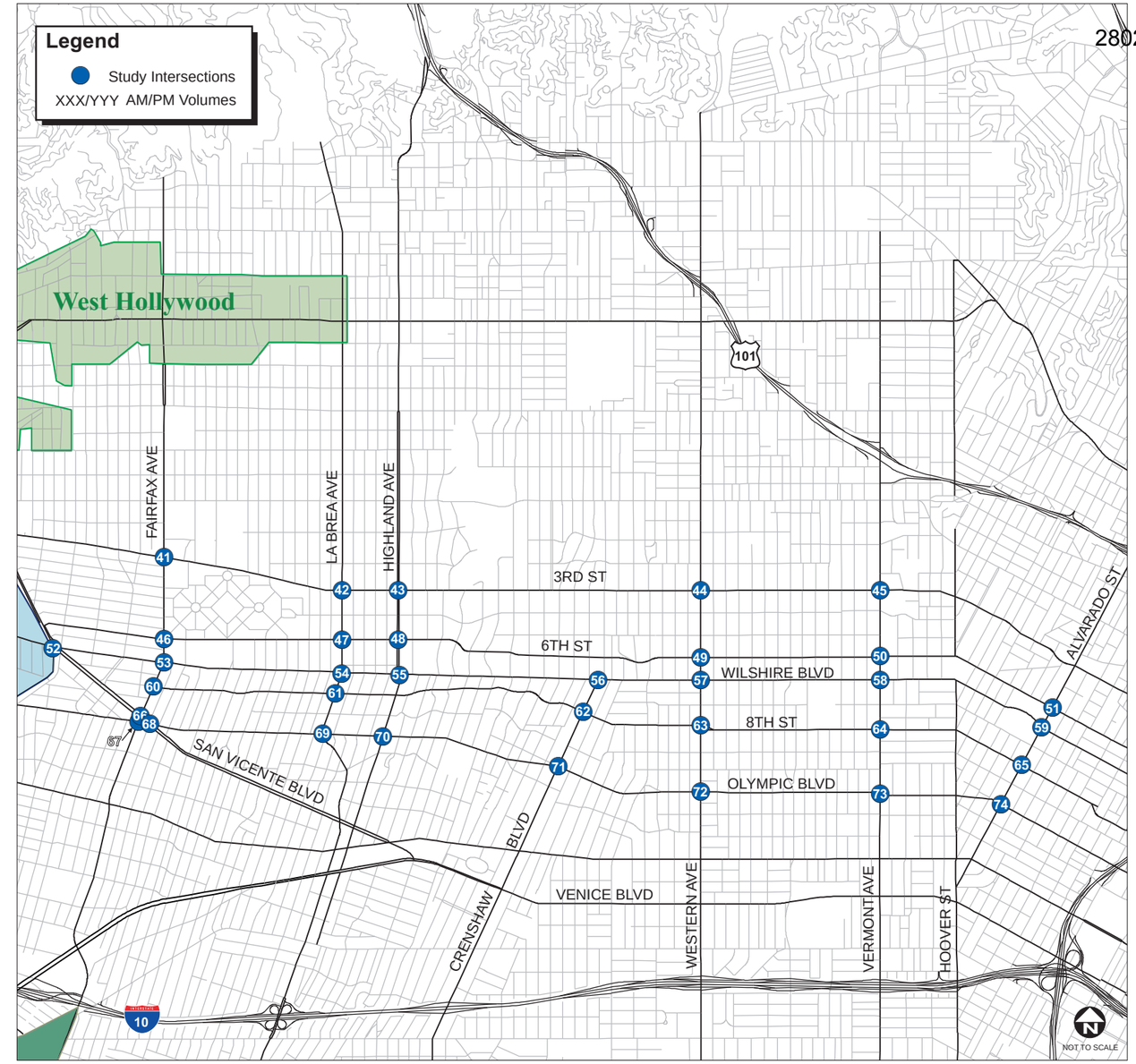
Wilshire Blvd BRT Project
Traffic Impact Analysis

FIGURE 6-6A
Year 2012 With Project Alternative A-1 Volumes

Q:\2008\16\Jobs\J08-1643 Wilshire Bus Lane\gra\BaseMap.cdr





ITERIS

Wilshire Blvd BRT Project
Traffic Impact Analysis

FIGURE 6-6B
Year 2012 With Project Alternative A-1 Volumes

Q:\2008\16\Jobs\J08-1643 Wilshire Bus Lane\gra\BaseMap.cdr

TABLE 6-7: YEAR 2012 WITH PROJECT ALTERNATIVE A-1 PM PEAK HOUR INTERSECTION LOS

Intersection	2012 Without Project		2012 With Project Alternative A-1		Change in Delay	Threshold	Impact?
	Delay (sec)	LOS	Delay (sec)	LOS			
1. Veteran Ave/Sunset Blvd	41.5	D	40.8	D	-0.7	4.0	-
2. S Beverly Glen Blvd/Sunset Blvd	49.4[1]	D	42.8	D	-6.6	4.0	-
3. N Beverly Glen Blvd/Sunset Blvd	46.0[1]	D	39.3	D	-6.7	4.0	-
4. Centinela Ave/Wilshire Blvd	8.3	A	7.6	A	*	-	-
5. Bundy Dr/Wilshire Blvd	77.2	E	100.0	F	22.8	2.5	Yes
6. Barrington Ave/Wilshire Blvd	32.9	C	30.8	C	*	6.0	-
7. Federal Ave/Wilshire Blvd	49.9	D	45.7	D	*	4.0	-
8. Sepulveda Blvd/Wilshire Blvd	111.5	F	95.7	F	*	2.5	-
9. Veteran Ave/Wilshire Blvd	114.9	F	106.6	F	*	2.5	-
10. Westwood Blvd/Wilshire Blvd	62.7	E	46.7	D	*	4.0	-
11. Beverly Glen Blvd/Wilshire Blvd	38.1	D	37.0	D	*	4.0	-
12. Comstock Ave/Wilshire Blvd	25.7	C	17.0	B	*	-	-
13. Santa Monica Blvd/Wilshire Blvd	95.3[1]	F	75.8	E	-19.5	2.5	-
14. Centinela Ave/Santa Monica Blvd	16.9	B	17.1	B	0.2	-	-
15. Bundy Dr/Santa Monica Blvd	16.0	B	16.1	B	0.1	-	-
16. Barrington Ave/Santa Monica Blvd	15.1	B	15.5	B	0.4	-	-
17. Federal Ave/Santa Monica Blvd	31.0	C	31.2	C	0.2	6.0	-
18. I-405 SB Ramps/Santa Monica Blvd	26.3	C	26.0	C	-0.3	6.0	-
19. I-405 NB Ramps/Santa Monica Blvd	52.4	D	49.2	D	-3.2	4.0	-
20. Sepulveda Blvd/Santa Monica Blvd	46.6	D	44.6	D	-2.0	4.0	-
21. Veteran Ave/Santa Monica Blvd	61.2	E	66.0	E	4.8	2.5	-
22. Westwood Blvd/Santa Monica Blvd	90.7	F	89.8	F	-0.9	2.5	-
23. Overland Ave/Santa Monica Blvd	72.9	E	82.3	F	9.4	2.5	Yes
24. Beverly Glen Blvd/Santa Monica Blvd	48.9	D	53.3	D	4.4	4.0	Yes
25. Century Park W/Santa Monica Blvd	23.2	C	23.5	C	0.3	6.0	-
26. Ave of the Stars/Santa Monica Blvd	27.8	C	28.5	C	0.7	6.0	-
27. Century Park E/Santa Monica Blvd	18.0	B	17.7	B	-0.3	-	-
28. Bundy Dr/Olympic Blvd	73.3	E	75.8	E	2.5	2.5	Yes
29. Barrington Ave/Olympic Blvd	56.3	E	55.8	E	-0.5	2.5	-
30. Sepulveda Blvd/Olympic Blvd	51.5	D	52.8	E	1.3	2.5	-
31. Veteran Ave/Olympic Blvd	13.6	B	18.9	B	5.3	-	-
32. Westwood Blvd/Olympic Blvd	44.5[1]	D	45.9	D	1.4	4.0	-
33. Overland Ave/Olympic Blvd	65.5[1]	E	63.7	E	-1.8	2.5	-
34. Beverly Glen Blvd/Olympic Blvd	49.0	D	52.0	D	3.0	4.0	-
35. Century Park W/Olympic Blvd	20.6	C	21.2	C	0.6	6.0	-
36. Century Park E/Olympic Blvd	44.9	D	46.2	D	1.3	4.0	-
37. Sepulveda Blvd/Pico Blvd	65.6	E	67.3	E	1.7	2.5	-
38. Veteran Ave/Pico Blvd	19.1	B	19.0	B	-0.1	6.0	-
39. Westwood Blvd/Pico Blvd	70.1	E	74.7	E	4.6	2.5	Yes
40. Overland Ave/Pico Blvd	122.9	F	116.7	F	-6.2	2.5	-
41. Fairfax Ave/3rd St	44.6[1]	D	44.3	D	-0.3	4.0	-
42. La Brea Ave/3rd St	26.2	C	26.7	C	0.5	6.0	-
43. Highland Ave/3rd St	29.9	C	31.2	C	1.3	6.0	-
44. Western Ave/3rd St	54.8	D	54.1	E	-0.7	2.5	-
45. Vermont Ave/3rd St	43.8	D	41.5	D	-2.3	4.0	-

46. Fairfax Ave/6th St	13.9	B	13.0	B	-0.9	-	-
47. La Brea Ave/6th St	78.5	E	80.0	E	1.5	2.5	-
48. Highland Ave/6th St	18.2	B	21.9	C	3.7	6.0	-
49. Western Ave/6th St	30.8	C	30.9	C	0.1	6.0	-
50. Vermont Ave/6th St	47.2	D	46.6	D	-0.6	4.0	-
51. Alvarado St/6th St	20.3	C	19.5	B	-0.8	-	-
52. San Vicente Blvd/Wilshire Blvd	116.6	F	90.5	F	*	2.5	-
53. Fairfax Ave/Wilshire Blvd	151.5	F	149.2	F	*	2.5	-
54. La Brea Ave/Wilshire Blvd	34.8	C	36.5	D	1.7	4.0	-
55. Highland Ave/Wilshire Blvd	38.6	D	32.7	C	*	6.0	-
56. Crenshaw Blvd/Wilshire Blvd	21.5	C	23.9	C	2.4	6.0	-
57. Western Ave/Wilshire Blvd	111.1[1]	F	84.5	F	*	2.5	-
58. Vermont Ave/Wilshire Blvd	65.8	E	57.1	E	*	2.5	-
59. Alvarado St/Wilshire Blvd	30.4	C	31.9	C	1.5	6.0	-
60. Fairfax Ave/8th St	13.6	B	14.9	B	1.3	-	-
61. La Brea Ave/8th St	10.9	B	11.7	B	0.8	-	-
62. Crenshaw Blvd/8th St	15.5	B	17.5	B	2.0	-	-
63. Western Ave/8th St	16.8	B	16.9	B	0.1	-	-
64. Vermont Ave/8th St	30.7	C	32.7	C	2.0	6.0	-
65. Alvarado St/8th St	14.1	B	14.2	B	0.1	-	-
66. Fairfax Ave/San Vicente Blvd	23.0	C	24.8	C	1.8	6.0	-
67. Fairfax Ave/Olympic Blvd	60.9	E	83.6	F	22.7	2.5	Yes
68. San Vicente Blvd/Olympic Blvd	22.8	C	23.2	C	0.4	6.0	-
69. La Brea Ave/Olympic Blvd	68.0	E	67.5	E	-0.5	2.5	-
70. Highland Ave/Olympic Blvd	71.0	E	67.7	E	-3.3	2.5	-
71. Crenshaw Blvd/Olympic Blvd	51.8	D	50.2	D	-1.6	4.0	-
72. Western Ave/Olympic Blvd	48.0	D	50.4	D	2.4	4.0	-
73. Vermont Ave/Olympic Blvd	63.7	E	63.3	E	-0.4	2.5	-
74. Alvarado St/Olympic Blvd	33.2	C	34.0	C	0.8	6.0	-

***** Average delay reduced, see explanation in "Analysis Methodology" section.
Notes:
HCM 2000 Operations Methodology
Delay = Average Vehicle Delay (Seconds), LOS = Level of Service
1 = Delay was revised to provide consistency with the modeling results presented in the technical appendices of the Draft EIR/EA that was circulated for public review in June 2010.

As shown in **Tables 6-6** and **6-7**, the following 10 intersections are forecast to be significantly impacted in year 2012 with Project Alternative A-1 conditions:

- Bundy Drive/Wilshire Boulevard (a.m. and p.m. peak hours);
- Barrington Avenue/Wilshire Boulevard (a.m. peak hour);
- Overland Avenue/Santa Monica Boulevard (p.m. peak hour);
- Beverly Glen Boulevard/Santa Monica Boulevard (p.m. peak hour)
- Bundy Drive/Olympic Boulevard (p.m. peak hour);
- Westwood Boulevard/Pico Boulevard (p.m. peak hour);
- Fairfax Avenue/Wilshire Boulevard (a.m. peak hour);
- La Brea Avenue/Wilshire Boulevard (a.m. peak hour);
- Fairfax Avenue/Olympic Boulevard (a.m. and p.m. peak hours); and
- Crenshaw Boulevard/Olympic Boulevard (a.m. peak hour).

6.5 Year 2012 With Project Alternative A-2 Levels of Service

Year 2020 with Project Alternative A-2 peak hour volumes are shown in **Figure 6-7**. A level of service analysis was conducted to evaluate year 2012 with Project Alternative A-2 intersection operations. Detailed level of service calculation sheets can be found in **Appendix B**. **Table 6-8** presents the year 2012 with Project Alternative A-2 intersection operating conditions for the a.m. peak hour at the 74 study intersections.

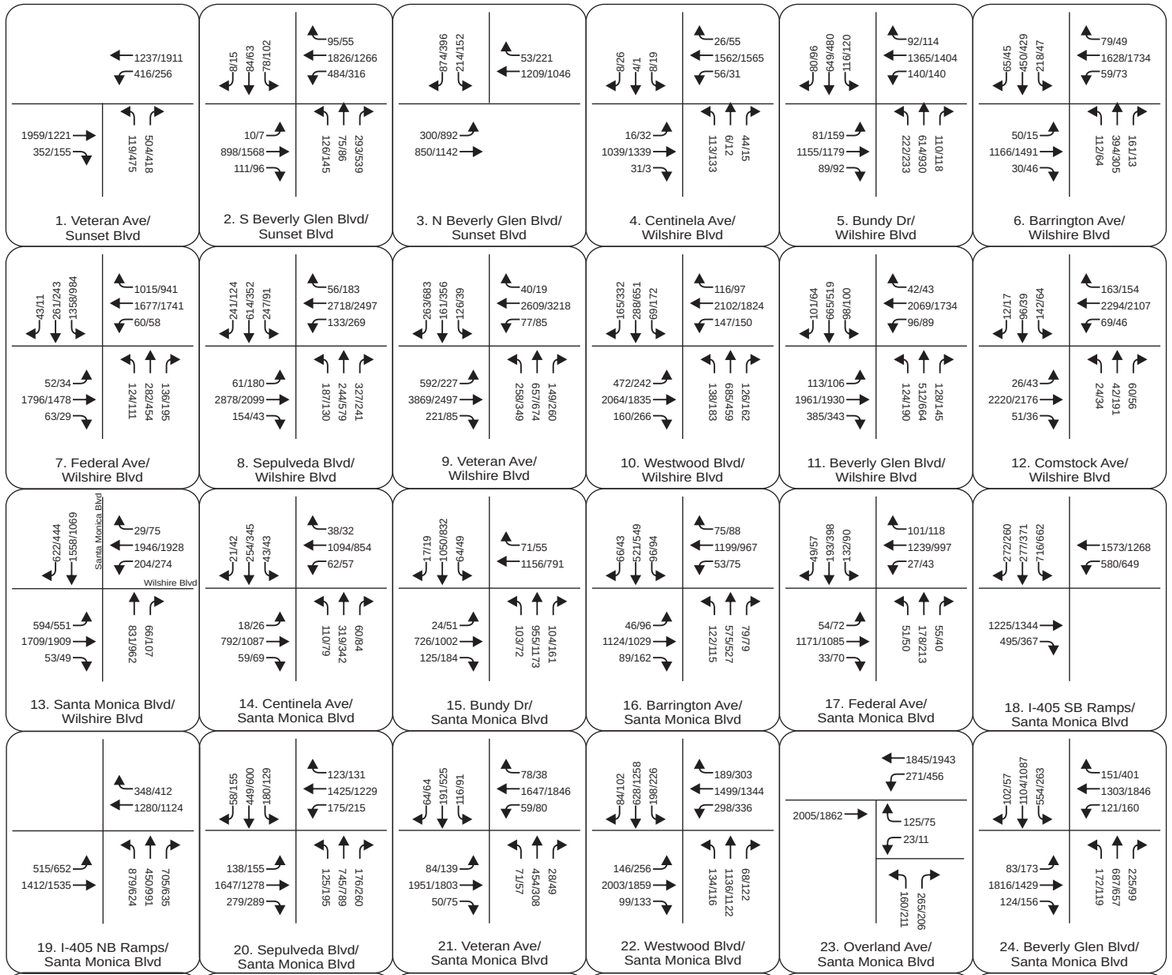
Table 6-8: Year 2012 With Project Alternative A-2 AM Peak Hour Intersection LOS

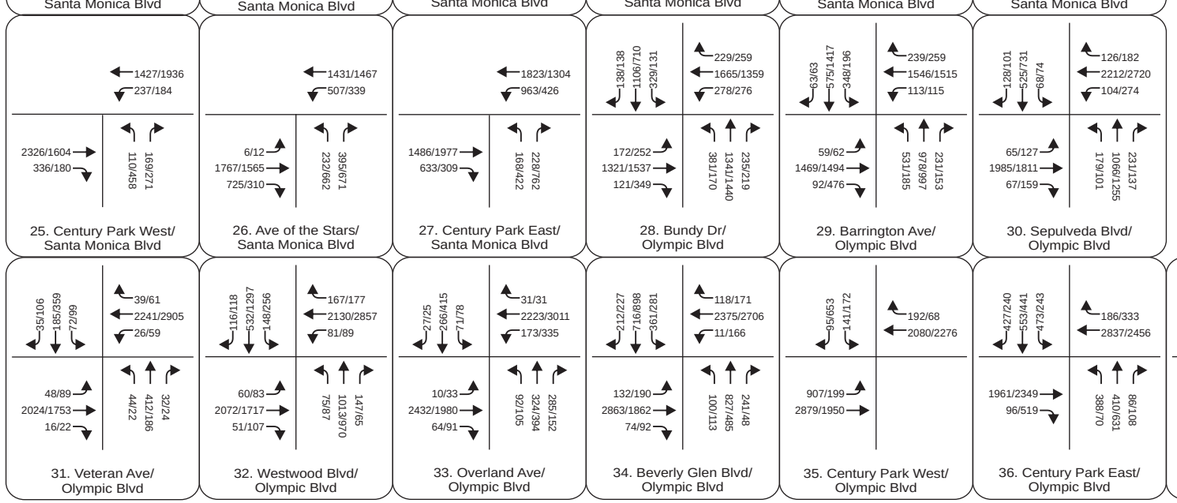
Intersection	2012 Without Project		2012 With Project Alternative A-2		Change in Delay	Threshold	Impact?
	Delay (sec)	LOS	Delay (sec)	LOS			
1. Veteran Ave/Sunset Blvd	92.3	F	103.0	F	10.7	2.5	Yes
2. S Beverly Glen Blvd/Sunset Blvd	29.9[1]	C	30.4	C	0.5	6.0	-
3. N Beverly Glen Blvd/Sunset Blvd	118.4[1]	F	118.5	F	0.1	2.5	-
4. Centinela Ave/Wilshire Blvd	8.0	A	7.9	A	*	-	-
5. Bundy Dr/Wilshire Blvd	60.3	E	44.8	D	*	4.0	-
6. Barrington Ave/Wilshire Blvd	38.1	D	39.6	D	1.5	4.0	-
7. Federal Ave/Wilshire Blvd	67.8	E	68.0	E	0.2	2.5	-
8. Sepulveda Blvd/Wilshire Blvd	207.8	F	200.0	F	*	2.5	-
9. Veteran Ave/Wilshire Blvd	236.4	F	235.9	F	*	2.5	-
10. Westwood Blvd/Wilshire Blvd	66.8	E	42.9	D	*	4.0	-
11. Beverly Glen Blvd/Wilshire Blvd	34.5	C	30.9	C	*	6.0	-
12. Comstock Ave/Wilshire Blvd	20.6	C	18.0	B	*	-	-
13. Santa Monica Blvd/Wilshire Blvd	91.6[1]	F	87.5	F	-4.1	2.5	-
14. Centinela Ave/Santa Monica Blvd	16.6	B	16.0	B	-0.6	-	-
15. Bundy Dr/Santa Monica Blvd	16.9	B	17.1	B	0.2	-	-
16. Barrington Ave/Santa Monica Blvd	16.5	B	17.0	B	0.5	-	-
17. Federal Ave/Santa Monica Blvd	27.8	C	27.9	C	0.1	6.0	-
18. I-405 SB Ramps/Santa Monica Blvd	26.8	C	27.2	C	0.4	6.0	-
19. I-405 NB Ramps/Santa Monica Blvd	48.9	D	48.1	D	-0.8	4.0	-
20. Sepulveda Blvd/Santa Monica Blvd	46.4	D	40.4	D	-6.0	4.0	-
21. Veteran Ave/Santa Monica Blvd	20.6	C	22.1	C	1.5	6.0	-
22. Westwood Blvd/Santa Monica Blvd	122.9	F	121.6	F	-1.3	2.5	-
23. Overland Ave/Santa Monica Blvd	30.0	C	30.2	C	0.2	6.0	-
24. Beverly Glen Blvd/Santa Monica Blvd	60.7	E	60.1	E	-0.6	2.5	-
25. Century Park W/Santa Monica Blvd	20.5	C	20.4	C	-0.1	6.0	-
26. Ave of the Stars/Santa Monica Blvd	46.8	D	46.8	D	0.0	4.0	-
27. Century Park E/Santa Monica Blvd	28.5	C	27.7	C	-0.8	6.0	-
28. Bundy Dr/Olympic Blvd	99.5	F	102.0	F	2.5	2.5	Yes
29. Barrington Ave/Olympic Blvd	51.1	D	52.1	D	1.0	4.0	-
30. Sepulveda Blvd/Olympic Blvd	33.9	C	33.9	C	0.0	6.0	-
31. Veteran Ave/Olympic Blvd	23.8	C	22.7	C	-1.1	6.0	-
32. Westwood Blvd/Olympic Blvd	38.7	D	38.3	D	-0.4	4.0	-
33. Overland Ave/Olympic Blvd	37.6	D	38.3	D	0.7	4.0	-
34. Beverly Glen Blvd/Olympic Blvd	67.3[1]	E	67.6	E	0.3	2.5	-
35. Century Park W/Olympic Blvd	15.0	B	15.1	B	0.1	-	-
36. Century Park E/Olympic Blvd	42.6	D	43.1	D	0.5	4.0	-
37. Sepulveda Blvd/Pico Blvd	53.0	D	51.9	D	-1.1	4.0	-
38. Veteran Ave/Pico Blvd	12.2	B	9.5	A	-2.7	-	-

39. Westwood Blvd/Pico Blvd	39.1	D	39.7	D	0.6	4.0	-
40. Overland Ave/Pico Blvd	60.1	E	56.2	E	-3.9	2.5	-
41. Fairfax Ave/3rd St	70.4[1]	E	70.4	E	0.0	2.5	-
42. La Brea Ave/3rd St	34.5	C	33.8	C	-0.7	6.0	-
43. Highland Ave/3rd St	69.6	E	71.3	E	1.7	2.5	-
44. Western Ave/3rd St	47.1	D	48.6	D	1.5	4.0	-
45. Vermont Ave/3rd St	42.3	D	41.8	D	-0.5	4.0	-
46. Fairfax Ave/6th St	15.6[1]	B	15.4	B	-0.2	-	-
47. La Brea Ave/6th St	58.9	E	51.9	D	-7.0	4.0	-
48. Highland Ave/6th St	18.9	B	19.0	B	0.1	-	-
49. Western Ave/6th St	27.2	C	27.3	C	0.1	6.0	-
50. Vermont Ave/6th St	39.6	D	41.0	D	1.4	4.0	-
51. Alvarado St/6th St	17.5	B	17.5	B	0.0	-	-
52. San Vicente Blvd/Wilshire Blvd	76.2	E	76.5	E	0.3	2.5	-
53. Fairfax Ave/Wilshire Blvd	104.0	F	122.9	F	18.9	2.5	Yes
54. La Brea Ave/Wilshire Blvd	37.5	D	44.9	D	7.4	4.0	Yes
55. Highland Ave/Wilshire Blvd	44.2	D	48.1	D	3.9	4.0	-
56. Crenshaw Blvd/Wilshire Blvd	31.9	C	30.4	C	*	6.0	-
57. Western Ave/Wilshire Blvd	56.8[1]	E	48.8	D	*	4.0	-
58. Vermont Ave/Wilshire Blvd	60.1	E	59.1	E	*	2.5	-
59. Alvarado St/Wilshire Blvd	23.0	C	21.6	C	*	6.0	-
60. Fairfax Ave/8th St	11.7	B	12.8	B	1.1	-	-
61. La Brea Ave/8th St	8.4	A	9.8	A	1.4	-	-
62. Crenshaw Blvd/8th St	11.4	B	13.2	B	1.8	-	-
63. Western Ave/8th St	16.2	B	16.4	B	0.2	-	-
64. Vermont Ave/8th St	21.4	C	22.5	C	1.1	6.0	-
65. Alvarado St/8th St	13.4	B	13.4	B	0.0	-	-
66. Fairfax Ave/San Vicente Blvd	27.0	C	32.0	C	5.0	6.0	-
67. Fairfax Ave/Olympic Blvd	37.0	D	43.3	D	6.3	4.0	Yes
68. San Vicente Blvd/Olympic Blvd	31.2	C	27.8	C	-3.4	6.0	-
69. La Brea Ave/Olympic Blvd	46.6	D	43.5	E	-3.1	2.5	-
70. Highland Ave/Olympic Blvd	48.2	D	50.7	D	2.5	4.0	-
71. Crenshaw Blvd/Olympic Blvd	68.5	E	74.4	E	5.9	2.5	Yes
72. Western Ave/Olympic Blvd	31.6	C	33.4	C	1.8	6.0	-
73. Vermont Ave/Olympic Blvd	37.5	D	38.9	D	1.4	4.0	-
74. Alvarado St/Olympic Blvd	23.9	C	24.5	C	0.6	6.0	-

***** Average delay reduced, see explanation in "Analysis Methodology" section.
Notes:
HCM 2000 Operations Methodology
Delay = Average Vehicle Delay (Seconds), LOS = Level of Service
1 = Delay was revised to provide consistency with the modeling results presented in the technical appendices of the Draft EIR/EA that was circulated for public review in June 2010.

Table 6-9 presents the year 2012 with Project Alternative A-2 intersection operating conditions for the p.m. peak hour at the 74 study intersections.





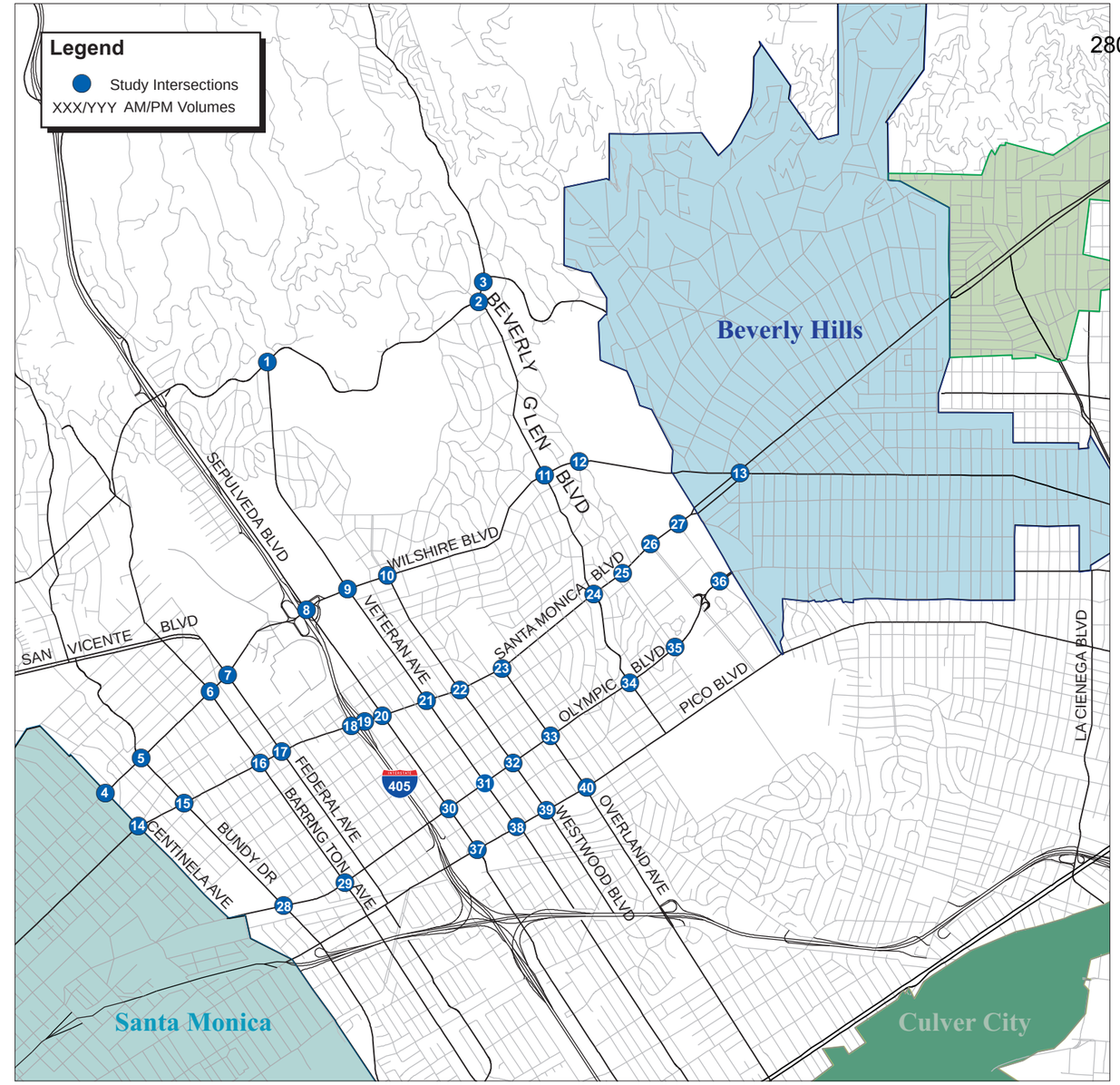


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FIGURE 6-7A
Year 2012 With Project Alternative A-2 Volumes

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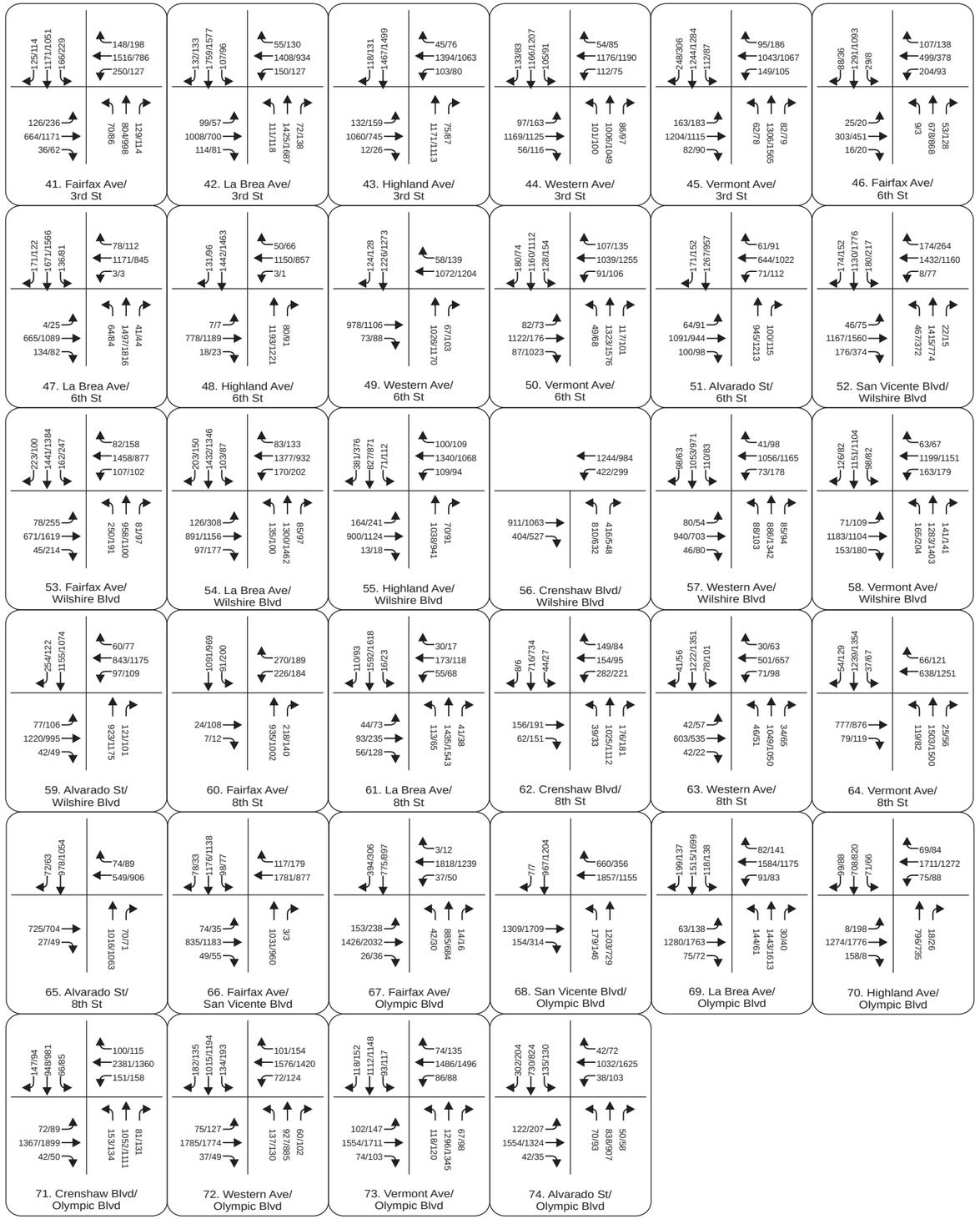

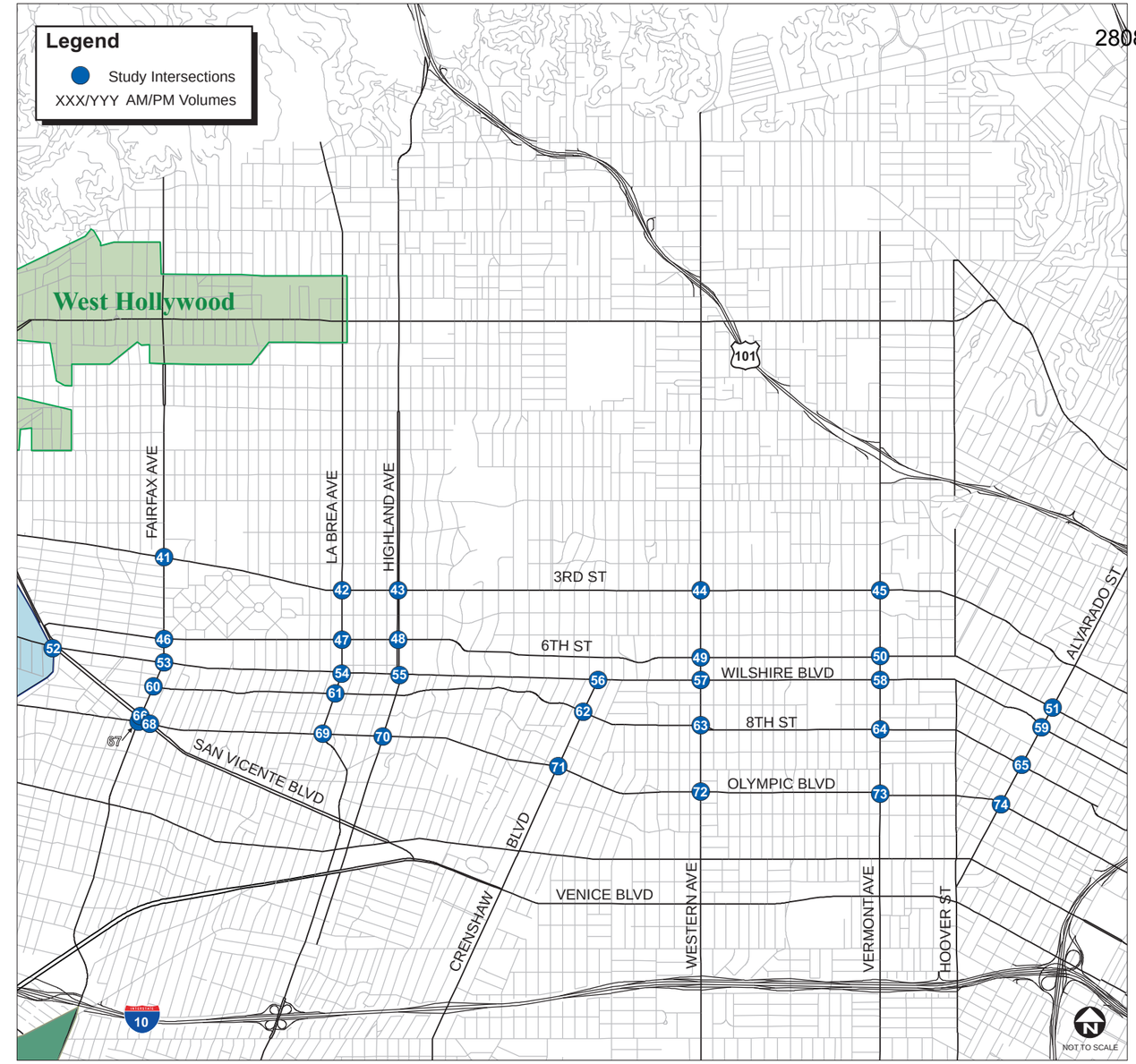

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FIGURE 6-7B
Year 2012 With Project Alternative A-2 Volumes

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TABLE 6-9: YEAR 2012 WITH PROJECT ALTERNATIVE A-2 PM PEAK HOUR INTERSECTION LOS

Intersection	2012 Without Project		2012 With Project Alternative A-2		Change in Delay	Threshold	Impact?
	Delay (sec)	LOS	Delay (sec)	LOS			
1. Veteran Ave/Sunset Blvd	41.5	D	36.1	D	-5.4	4.0	-
2. S Beverly Glen Blvd/Sunset Blvd	49.4[1]	D	41.9	D	-7.5	4.0	-
3. N Beverly Glen Blvd/Sunset Blvd	46.0[1]	D	41.3	D	-4.7	4.0	-
4. Centinela Ave/Wilshire Blvd	8.3	A	7.8	A	*	-	-
5. Bundy Dr/Wilshire Blvd	77.2	E	71.3	E	*	2.5	-
6. Barrington Ave/Wilshire Blvd	32.9	C	32.4	C	*	6.0	-
7. Federal Ave/Wilshire Blvd	49.9	D	47.9	D	*	4.0	-
8. Sepulveda Blvd/Wilshire Blvd	111.5	F	101.7	F	*	2.5	-
9. Veteran Ave/Wilshire Blvd	114.9	F	117.1	F	2.2	2.5	-
10. Westwood Blvd/Wilshire Blvd	62.7	E	47.1	D	*	4.0	-
11. Beverly Glen Blvd/Wilshire Blvd	38.1	D	36.0	D	*	4.0	-
12. Comstock Ave/Wilshire Blvd	25.7	C	20.9	C	*	6.0	-
13. Santa Monica Blvd/Wilshire Blvd	95.3[1]	F	96.2	F	0.9	2.5	-
14. Centinela Ave/Santa Monica Blvd	16.9	B	17.0	B	0.1	-	-
15. Bundy Dr/Santa Monica Blvd	16.0	B	16.1	B	0.1	-	-
16. Barrington Ave/Santa Monica Blvd	15.1	B	15.1	B	0.0	-	-
17. Federal Ave/Santa Monica Blvd	31.0	C	30.7	C	-0.3	6.0	-
18. I-405 SB Ramps/Santa Monica Blvd	26.3	C	25.5	C	-0.8	6.0	-
19. I-405 NB Ramps/Santa Monica Blvd	52.4	D	48.7	D	-3.7	4.0	-
20. Sepulveda Blvd/Santa Monica Blvd	46.6	D	45.2	D	-1.4	4.0	-
21. Veteran Ave/Santa Monica Blvd	61.2	E	62.0	E	0.8	2.5	-
22. Westwood Blvd/Santa Monica Blvd	90.7	F	89.3	F	-1.4	2.5	-
23. Overland Ave/Santa Monica Blvd	72.9	E	76.1	F	3.2	2.5	Yes
24. Beverly Glen Blvd/Santa Monica Blvd	48.9	D	49.9	D	1.0	4.0	-
25. Century Park W/Santa Monica Blvd	23.2	C	23.0	C	-0.2	6.0	-
26. Ave of the Stars/Santa Monica Blvd	27.8	C	27.6	C	-0.2	6.0	-
27. Century Park E/Santa Monica Blvd	18.0	B	17.5	B	-0.5	-	-
28. Bundy Dr/Olympic Blvd	73.3	E	77.1	E	3.8	2.5	Yes
29. Barrington Ave/Olympic Blvd	56.3	E	56.2	E	-0.1	2.5	-
30. Sepulveda Blvd/Olympic Blvd	51.5	D	52.8	D	1.3	4.0	-
31. Veteran Ave/Olympic Blvd	13.6	B	14.1	B	0.5	-	-
32. Westwood Blvd/Olympic Blvd	44.5[1]	D	45.2	D	0.7	4.0	-
33. Overland Ave/Olympic Blvd	65.5[1]	E	59.8	E	-5.7	2.5	-
34. Beverly Glen Blvd/Olympic Blvd	49.0	D	49.2	D	0.2	4.0	-
35. Century Park W/Olympic Blvd	20.6	C	20.4	C	-0.2	6.0	-
36. Century Park E/Olympic Blvd	44.9	D	43.8	D	-1.1	4.0	-
37. Sepulveda Blvd/Pico Blvd	65.6	E	64.2	E	-1.4	2.5	-
38. Veteran Ave/Pico Blvd	19.1	B	20.3	C	1.2	6.0	-
39. Westwood Blvd/Pico Blvd	70.1	E	75.6	E	5.5	2.5	Yes
40. Overland Ave/Pico Blvd	122.9	F	118.4	F	-4.5	2.5	-
41. Fairfax Ave/3rd St	44.6[1]	D	43.5	D	-1.1	4.0	-
42. La Brea Ave/3rd St	26.2	C	26.8	C	0.6	6.0	-
43. Highland Ave/3rd St	29.9	C	30.4	C	0.5	6.0	-
44. Western Ave/3rd St	54.8	D	52.9	D	-1.9	4.0	-
45. Vermont Ave/3rd St	43.8	D	43.3	D	-0.5	4.0	-

46. Fairfax Ave/6th St	13.9	B	13.1	B	-0.8	-	-
47. La Brea Ave/6th St	78.5	E	79.6	E	1.1	2.5	-
48. Highland Ave/6th St	18.2	B	21.8	C	3.6	6.0	-
49. Western Ave/6th St	30.8	C	30.8	C	0.0	6.0	-
50. Vermont Ave/6th St	47.2	D	46.7	D	-0.5	4.0	-
51. Alvarado St/6th St	20.3	C	19.3	B	-1.0	-	-
52. San Vicente Blvd/Wilshire Blvd	116.6	F	99.5	F	*	2.5	-
53. Fairfax Ave/Wilshire Blvd	151.5	F	149.5	F	*	2.5	-
54. La Brea Ave/Wilshire Blvd	34.8	C	38.6	D	3.8	4.0	-
55. Highland Ave/Wilshire Blvd	38.6	D	32.7	C	*	6.0	-
56. Crenshaw Blvd/Wilshire Blvd	21.5	C	24.8	C	3.3	6.0	-
57. Western Ave/Wilshire Blvd	111.1[1]	F	84.9	F	*	2.5	-
58. Vermont Ave/Wilshire Blvd	65.8	E	58.2	E	*	2.5	-
59. Alvarado St/Wilshire Blvd	30.4	C	31.7	C	1.3	6.0	-
60. Fairfax Ave/8th St	13.6	B	15.5	B	1.9	-	-
61. La Brea Ave/8th St	10.9	B	10.7	B	-0.2	-	-
62. Crenshaw Blvd/8th St	15.5	B	17.0	B	1.5	-	-
63. Western Ave/8th St	16.8	B	17.0	B	-0.1	-	-
64. Vermont Ave/8th St	30.7	C	32.9	C	2.2	6.0	-
65. Alvarado St/8th St	14.1	B	14.1	B	0.0	-	-
66. Fairfax Ave/San Vicente Blvd	23.0	C	23.9	C	0.9	6.0	-
67. Fairfax Ave/Olympic Blvd	60.9	E	75.5	E	14.6	2.5	Yes
68. San Vicente Blvd/Olympic Blvd	22.8	C	23.8	C	1.0	6.0	-
69. La Brea Ave/Olympic Blvd	68.0	E	69.0	E	1.0	2.5	-
70. Highland Ave/Olympic Blvd	71.0	E	69.6	E	-1.4	2.5	-
71. Crenshaw Blvd/Olympic Blvd	51.8	D	46.5	D	-5.3	4.0	-
72. Western Ave/Olympic Blvd	48.0	D	50.3	D	2.3	4.0	-
73. Vermont Ave/Olympic Blvd	63.7	E	65.2	E	1.5	2.5	-
74. Alvarado St/Olympic Blvd	33.2	C	33.5	C	0.3	6.0	-

***** Average delay reduced, see explanation in "Analysis Methodology" section.
Notes:
HCM 2000 Operations Methodology
Delay = Average Vehicle Delay (Seconds), LOS = Level of Service
1 = Delay was revised to provide consistency with the modeling results presented in the technical appendices of the Draft EIR/EA that was circulated for public review in June 2010.

As shown in **Tables 6-8** and **6-9**, the following 8 intersections are forecast to be significantly impacted in year 2012 with Project Alternative A-2 conditions:

- Veteran Avenue/Sunset Boulevard (a.m. peak hour);
- Overland Avenue/Santa Monica Boulevard (p.m. peak hour);
- Bundy Drive/Olympic Boulevard (a.m. and p.m. peak hours);
- Westwood Boulevard/Pico Boulevard (p.m. peak hour);
- Fairfax Avenue/Wilshire Boulevard (a.m. peak hour);
- La Brea Avenue/Wilshire Boulevard (a.m. peak hour);
- Fairfax Avenue/Olympic Boulevard (a.m. and p.m. peak hours); and
- Crenshaw Boulevard/Olympic Boulevard (a.m. peak hour).

As shown in **Tables 6-8** and **6-9**, impacts occur both east and west of the City of Beverly Hills. In Project Alternative A-2, construction of the bus lane would only occur east of the City of Beverly Hills. Therefore, the number of traffic impacts west of the City of Beverly Hills would be reduced under this alternative compared to the other alternatives. However, some traffic impacts would remain at study intersections

west of the City of Beverly Hills. In general, these impacts are due to traffic pattern shifts resulting from a decrease in the usage of Wilshire Boulevard for long-distance trips under this alternative. Because of the reduction in capacity for mixed-flow traffic on Wilshire Boulevard east of Beverly Hills caused by the implementation of the bus lane, long-distance trips tend to shift away from Wilshire Boulevard. Some of these long-distance trips would otherwise have also used Wilshire Boulevard west of Beverly Hills. Once these trips are removed from Wilshire Boulevard, more capacity is made available for other trips on Wilshire Boulevard west of Beverly Hills, because there is no capacity reduction in that area. Over time, trips will be attracted from other arterials to make use of this newly available capacity on Wilshire Boulevard. The turning movements of some of these trips from the roadways where they begin their journey to then travel to Wilshire Boulevard are creating many of the impacts observed under Project Alternative A-2 west of Beverly Hills. For example, at the intersection of Veteran Avenue/Sunset Boulevard, the eastbound right-turn movement and the northbound left-turn movements increase under Project Alternative A-2, as some traffic uses Veteran Avenue to shift between Sunset Boulevard and Wilshire Boulevard. The impacts created by this turning traffic under Project Alternative A-2 are less than the impacts created under the other alternatives, but they nonetheless remain significant according to the impact criteria applicable to this project.

7.0 YEAR 2020 CONDITIONS

This section analyzes year 2020 traffic conditions, with and without the Proposed Project. Year 2020 traffic volumes were developed as described above in the "Analysis Methodology" section. The year 2020 transportation network assumes construction of the Exposition Line Phase 2 project and the I-405 HOV lane project. In addition, year 2020 intersection configurations include:

- Addition of a second northbound left-turn lane at the San Vicente Boulevard/Wilshire Boulevard intersection as the result of a project funded by Cedars-Sinai Medical Center.
- Signal phasing modifications at the Beverly Glen Boulevard/Wilshire Boulevard intersection planned by LADOT.
- Addition of a second northbound and second southbound left-turn lane at the Sepulveda Boulevard/Wilshire Boulevard intersection as a result of the I-405 HOV lane project.

7.1 YEAR 2020 WITHOUT PROJECT LEVELS OF SERVICE

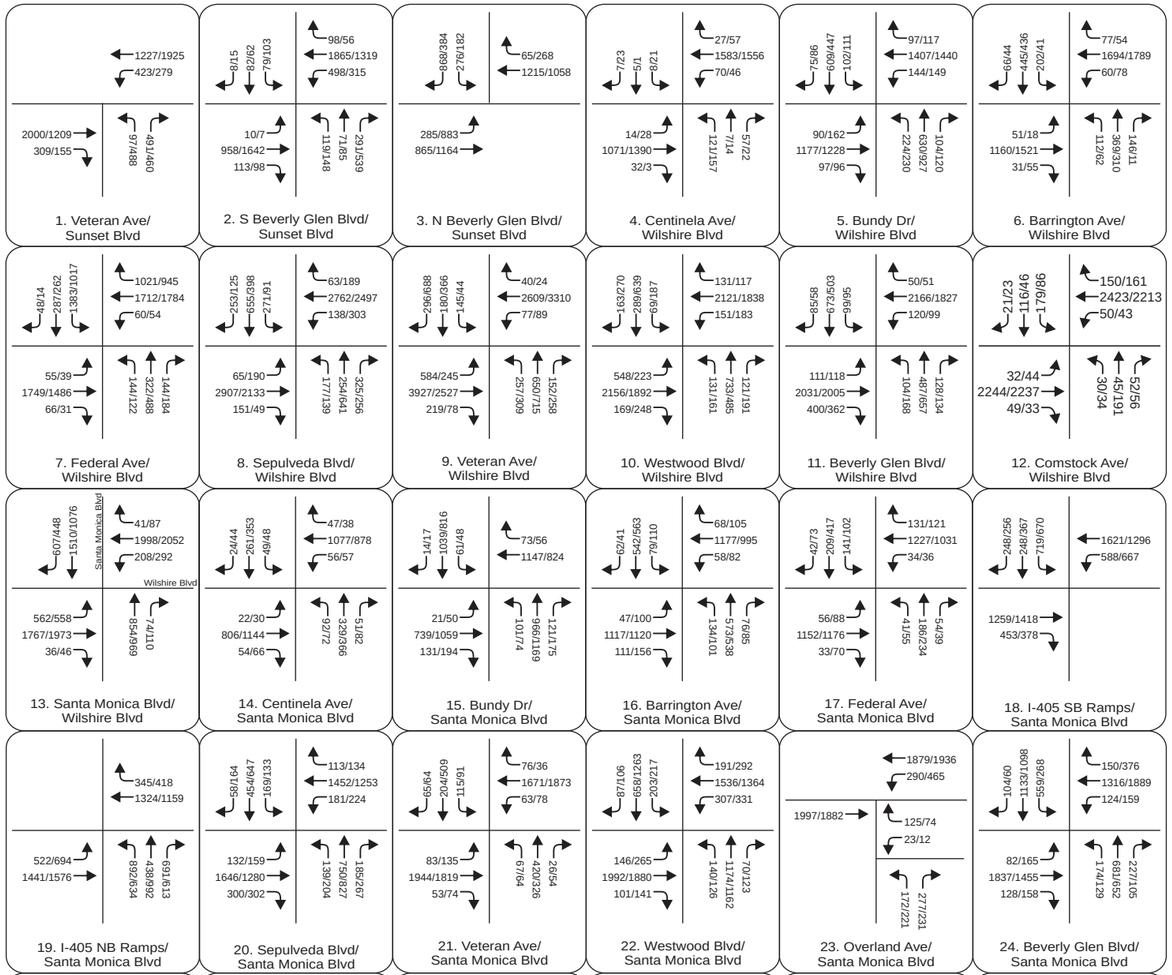
Year 2020 without project peak hour volumes are shown in **Figure 7-1**. A level of service analysis was conducted to evaluate year 2020 without project intersection operations. Detailed level of service calculations can be found in **Appendix B**. **Table 7-1** presents the year 2020 without project intersection operating conditions during the a.m. and p.m. peak hours at the 74 study intersections.

TABLE 7-1: YEAR 2020 WITHOUT PROJECT INTERSECTION LOS

Intersection	AM Peak Hour		PM Peak Hour	
	Delay (sec)	LOS	Delay (sec)	LOS
1. Veteran Ave/Sunset Blvd	103.4	F	38.2	D
2. S Beverly Glen Blvd/Sunset Blvd	26.8	C	50.0	D
3. N Beverly Glen Blvd/Sunset Blvd	147.8[1]	F	43.6	D
4. Centinela Ave/Wilshire Blvd	8.3	A	8.9	A
5. Bundy Dr/Wilshire Blvd	63.7	E	80.4	F
6. Barrington Ave/Wilshire Blvd	38.1	D	33.8	C
7. Federal Ave/Wilshire Blvd	68.4	E	49.9	D
8. Sepulveda Blvd/Wilshire Blvd	186.0[2]	F	109.0[2]	F
9. Veteran Ave/Wilshire Blvd	243.7	F	126.6	F
10. Westwood Blvd/Wilshire Blvd	75.2	E	64.0	E
11. Beverly Glen Blvd/Wilshire Blvd	36.1	D	39.4	D
12. Comstock Ave/Wilshire Blvd	23.3	C	26.9	C
13. Santa Monica Blvd/Wilshire Blvd	92.0[1]	F	112.5[1]	F
14. Centinela Ave/Santa Monica Blvd	15.7	B	17.5	B
15. Bundy Dr/Santa Monica Blvd	17.0	B	16.1	B
16. Barrington Ave/Santa Monica Blvd	17.1	B	15.7	B
17. Federal Ave/Santa Monica Blvd	28.5	C	31.3	C
18. I-405 SB Ramps/Santa Monica Blvd	26.9	C	25.7	C
19. I-405 NB Ramps/Santa Monica Blvd	48.0	D	48.5	D
20. Sepulveda Blvd/Santa Monica Blvd	39.9	D	44.6	D
21. Veteran Ave/Santa Monica Blvd	21.7	C	63.5	E
22. Westwood Blvd/Santa Monica Blvd	122.2	F	91.3	F
23. Overland Ave/Santa Monica Blvd	32.8	C	78.9	E
24. Beverly Glen Blvd/Santa Monica Blvd	63.2	E	53.8	D
25. Century Park W/Santa Monica Blvd	20.9	C	23.3	C
26. Ave of the Stars/Santa Monica Blvd	47.3	D	28.0	C
27. Century Park E/Santa Monica Blvd	29.0	C	18.3	B
28. Bundy Dr/Olympic Blvd	100.3	F	77.9	E
29. Barrington Ave/Olympic Blvd	52.5	D	56.7	E
30. Sepulveda Blvd/Olympic Blvd	34.6	C	58.2	E
31. Veteran Ave/Olympic Blvd	22.7	C	15.0	B
32. Westwood Blvd/Olympic Blvd	41.3	D	47.1[1]	D
33. Overland Ave/Olympic Blvd	40.1	D	69.1[1]	E
34. Beverly Glen Blvd/Olympic Blvd	69.0	E	54.7	D
35. Century Park W/Olympic Blvd	15.2	B	20.9	C
36. Century Park E/Olympic Blvd	41.7	D	46.2	D
37. Sepulveda Blvd/Pico Blvd	54.4	D	73.8	E
38. Veteran Ave/Pico Blvd	11.0	B	24.9	C
39. Westwood Blvd/Pico Blvd	39.6	D	77.3	E
40. Overland Ave/Pico Blvd	62.8	E	122.1	F
41. Fairfax Ave/3rd St	79.0[1]	E	47.3[1]	D
42. La Brea Ave/3rd St	34.8	C	27.4	C
43. Highland Ave/3rd St	74.2	E	34.5	C
44. Western Ave/3rd St	49.7	D	56.6	E
45. Vermont Ave/3rd St	46.3	D	45.4	D
46. Fairfax Ave/6th St	16.1	B	13.9	B
47. La Brea Ave/6th St	71.2	E	96.1	F

48. Highland Ave/6th St	22.2	C	23.4[1]	C
49. Western Ave/6th St	27.9	C	31.8	C
50. Vermont Ave/6th St	42.8	D	50.0	D
51. Alvarado St/6th St	18.6	B	21.9	C
52. San Vicente Blvd/Wilshire Blvd	81.5	F	127.9	F
53. Fairfax Ave/Wilshire Blvd	111.2	F	158.4	F
54. La Brea Ave/Wilshire Blvd	39.0	D	40.7	D
55. Highland Ave/Wilshire Blvd	48.2	D	40.9	D
56. Crenshaw Blvd/Wilshire Blvd	37.4	D	24.8	C
57. Western Ave/Wilshire Blvd	67.2[1]	E	122.1[1]	F
58. Vermont Ave/Wilshire Blvd	72.5	E	77.6	E
59. Alvarado St/Wilshire Blvd	22.9	C	34.9	C
60. Fairfax Ave/8th St	12.5	B	15.1	B
61. La Brea Ave/8th St	10.1	B	11.4	B
62. Crenshaw Blvd/8th St	15.7	B	16.0	B
63. Western Ave/8th St	16.4	B	17.2	B
64. Vermont Ave/8th St	24.7	C	35.2	D
65. Alvarado St/8th St	13.9	B	14.7	B
66. Fairfax Ave/San Vicente Blvd	32.4	C	24.7	C
67. Fairfax Ave/Olympic Blvd	35.0	D	67.4	E
68. San Vicente Blvd/Olympic Blvd	28.3	C	26.5	C
69. La Brea Ave/Olympic Blvd	53.7	D	79.5	E
70. Highland Ave/Olympic Blvd	50.7	D	67.1	E
71. Crenshaw Blvd/Olympic Blvd	73.5	E	57.2	E
72. Western Ave/Olympic Blvd	37.4	D	53.8	D
73. Vermont Ave/Olympic Blvd	39.8	D	70.2	E
74. Alvarado St/Olympic Blvd	29.9	C	37.8	D

Notes:
HCM 2000 Operations Methodology
Delay = Average Vehicle Delay (Seconds), LOS = Level of Service
1 = Delay was revised to provide consistency with the modeling results presented in the technical appendices of the Draft EIR/EA that was circulated for public review in June 2010.
2 = Delay was revised from the results presented in the technical appendices of the Draft EIR/EA to include the addition of a second northbound and southbound left-turn lane at this intersection as a result of the I-405 HOV Lane project.



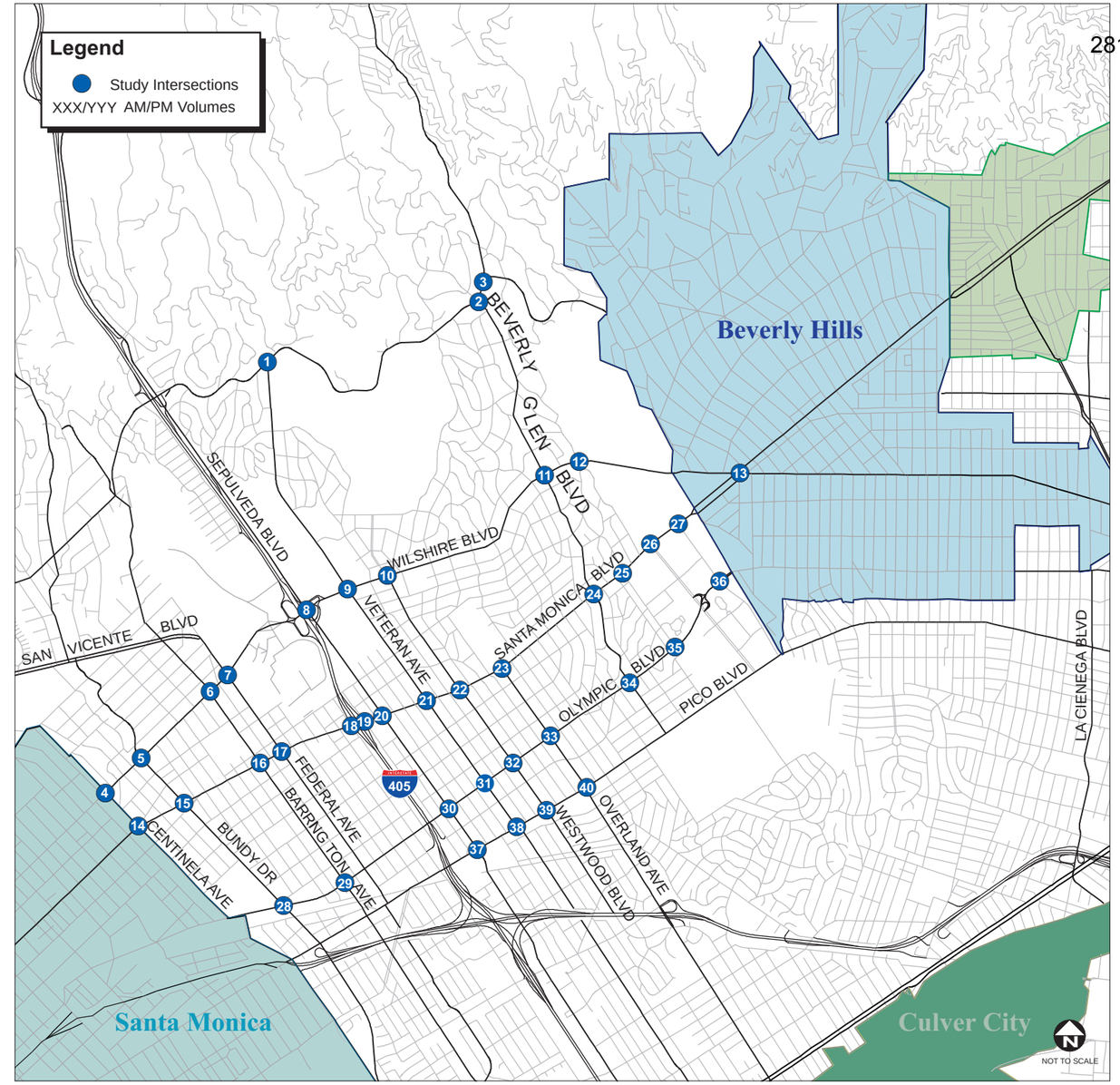


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FIGURE 7-1A
Year 2020 Without Project Volumes

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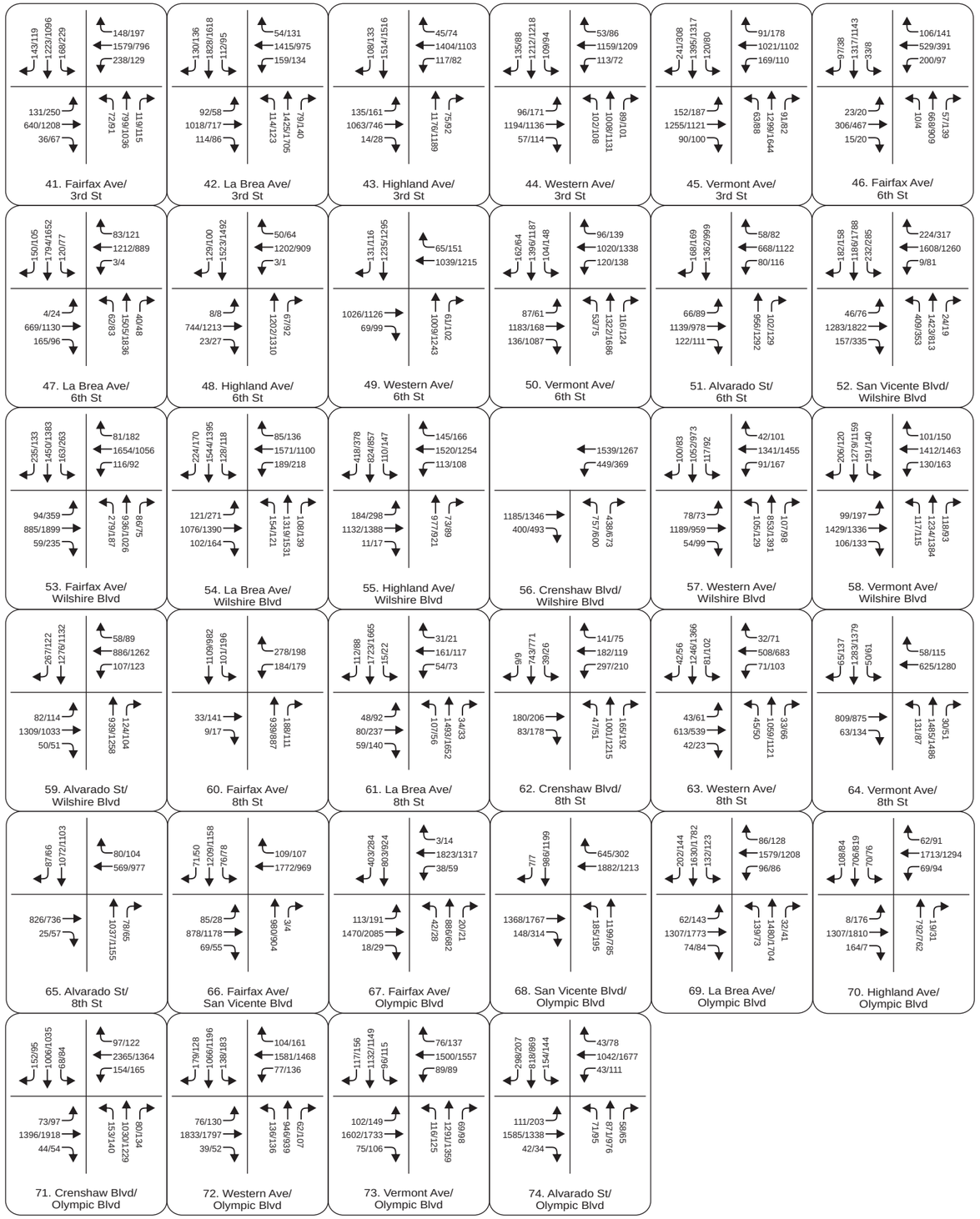

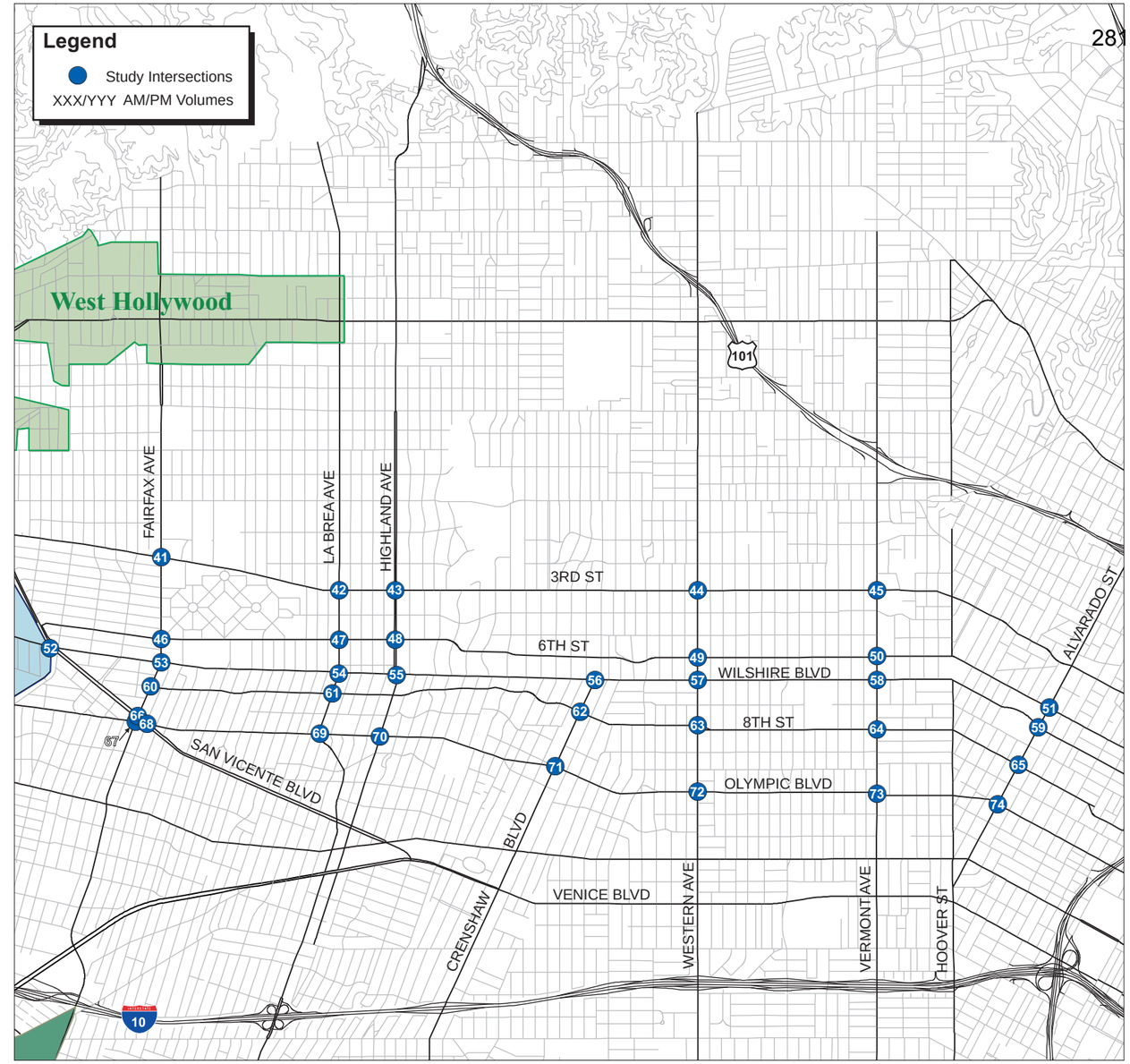

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FIGURE 7-1B
Year 2020 Without Project Volumes

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7.2 Year 2020 With Proposed Project Levels of Service

Year 2020 with Proposed Project peak hour volumes are shown in **Figure 7-2**. A level of service analysis was conducted to evaluate year 2020 with Proposed Project intersection operations. Detailed level of service calculation sheets can be found in **Appendix B**. **Table 7-2** presents the year 2020 with Proposed Project intersection operating conditions for the a.m. peak hour at the 74 study intersections.

Table 7-2: Year 2020 With Proposed Project AM Peak Hour Intersection LOS

Intersection	2020 Without Project		2020 With Proposed Project		Change in Delay	Threshold	Impact?
	Delay (sec)	LOS	Delay (sec)	LOS			
1. Veteran Ave/Sunset Blvd	103.4	F	114.0	F	10.6	2.5	Yes
2. S Beverly Glen Blvd/Sunset Blvd	26.8	C	26.0	C	-0.8	6.0	-
3. N Beverly Glen Blvd/Sunset Blvd	147.8[1]	F	141.4	F	-5.6	2.5	-
4. Centinela Ave/Wilshire Blvd	8.3	A	11.3	B	3.0	-	-
5. Bundy Dr/Wilshire Blvd	63.7	E	96.6	F	32.9	2.5	Yes
6. Barrington Ave/Wilshire Blvd	38.1	D	47.4	D	9.3	4.0	Yes
7. Federal Ave/Wilshire Blvd	68.4	E	57.1	E	*	2.5	-
8. Sepulveda Blvd/Wilshire Blvd	186.0[2]	F	176.6[2]	F	*	2.5	-
9. Veteran Ave/Wilshire Blvd	243.7	F	201.7	F	*	2.5	-
10. Westwood Blvd/Wilshire Blvd	75.2	E	62.3	E	*	2.5	-
11. Beverly Glen Blvd/Wilshire Blvd	36.1	D	34.3[1]	C	*	6.0	-
12. Comstock Ave/Wilshire Blvd	23.3	C	22.0	C	*	6.0	-
13. Santa Monica Blvd/Wilshire Blvd	92.0[1]	F	59.3[1]	E	*	4.0	-
14. Centinela Ave/Santa Monica Blvd	15.7	B	16.5	B	0.8	-	-
15. Bundy Dr/Santa Monica Blvd	17.0	B	17.1	B	0.1	-	-
16. Barrington Ave/Santa Monica Blvd	17.1	B	17.4	B	0.3	-	-
17. Federal Ave/Santa Monica Blvd	28.5	C	28.8	C	0.3	6.0	-
18. I-405 SB Ramps/Santa Monica Blvd	26.9	C	27.3	C	0.4	6.0	-
19. I-405 NB Ramps/Santa Monica Blvd	48.0	D	47.3	D	-0.7	4.0	-
20. Sepulveda Blvd/Santa Monica Blvd	39.9	D	40.0	D	0.1	4.0	-
21. Veteran Ave/Santa Monica Blvd	21.7	C	21.5	C	-0.2	6.0	-
22. Westwood Blvd/Santa Monica Blvd	122.2	F	128.7	F	6.5	2.5	Yes
23. Overland Ave/Santa Monica Blvd	32.8	C	34.7	C	1.9	6.0	-
24. Beverly Glen Blvd/Santa Monica Blvd	63.2	E	63.0	E	-0.2	2.5	-
25. Century Park W/Santa Monica Blvd	20.9	C	20.4	C	-0.5	6.0	-
26. Ave of the Stars/Santa Monica Blvd	47.3	D	46.9	D	-0.4	4.0	-
27. Century Park E/Santa Monica Blvd	29.0	C	27.9	C	-1.1	6.0	-
28. Bundy Dr/Olympic Blvd	100.3	F	101.6	F	1.3	2.5	-
29. Barrington Ave/Olympic Blvd	52.5	D	54.5	E	2.0	2.5	-
30. Sepulveda Blvd/Olympic Blvd	34.6	C	37.1	D	2.5	4.0	-
31. Veteran Ave/Olympic Blvd	22.7	C	24.8	C	2.1	6.0	-
32. Westwood Blvd/Olympic Blvd	41.3	D	52.1	D	10.8	4.0	Yes
33. Overland Ave/Olympic Blvd	40.1	D	42.5	D	2.4	4.0	-
34. Beverly Glen Blvd/Olympic Blvd	69.0	E	69.3	E	0.3	2.5	-
35. Century Park W/Olympic Blvd	15.2	B	15.4	B	0.2	-	-
36. Century Park E/Olympic Blvd	41.7	D	42.1	D	0.4	4.0	-
37. Sepulveda Blvd/Pico Blvd	54.4	D	58.1	E	3.7	2.5	Yes
38. Veteran Ave/Pico Blvd	11.0	B	12.3	B	1.3	-	-

39. Westwood Blvd/Pico Blvd	39.6	D	45.6	D	6.0	4.0	Yes
40. Overland Ave/Pico Blvd	62.8	E	68.2	E	5.4	2.5	Yes
41. Fairfax Ave/3rd St	79.0[1]	E	76.5[1]	E	-2.5	2.5	-
42. La Brea Ave/3rd St	34.8	C	36.0	D	1.2	4.0	-
43. Highland Ave/3rd St	74.2	E	74.6	E	0.4	2.5	-
44. Western Ave/3rd St	49.7	D	52.0	D	2.3	4.0	-
45. Vermont Ave/3rd St	46.3	D	46.1	D	-0.2	4.0	-
46. Fairfax Ave/6th St	16.1	B	15.6	B	-0.5	-	-
47. La Brea Ave/6th St	71.2	E	70.9	E	-0.3	2.5	-
48. Highland Ave/6th St	22.2	C	20.7	C	-1.5	6.0	-
49. Western Ave/6th St	27.9	C	28.3	C	0.4	6.0	-
50. Vermont Ave/6th St	42.8	D	44.3	D	1.5	4.0	-
51. Alvarado St/6th St	18.6	B	18.6	B	0.0	-	-
52. San Vicente Blvd/Wilshire Blvd	81.5	F	79.9	F	*	2.5	-
53. Fairfax Ave/Wilshire Blvd	111.2	F	128.1	F	16.9	2.5	Yes
54. La Brea Ave/Wilshire Blvd	39.0	D	49.2	D	10.2	4.0	Yes
55. Highland Ave/Wilshire Blvd	48.2	D	51.8	D	3.6	4.0	-
56. Crenshaw Blvd/Wilshire Blvd	37.4	D	39.1	D	1.7	4.0	-
57. Western Ave/Wilshire Blvd	67.2[1]	E	60.5[1]	E	*	2.5	-
58. Vermont Ave/Wilshire Blvd	72.5	E	62.6	E	*	2.5	-
59. Alvarado St/Wilshire Blvd	22.9	C	22.6	C	*	6.0	-
60. Fairfax Ave/8th St	12.5	B	12.9	B	0.4	-	-
61. La Brea Ave/8th St	10.1	B	12.8	B	2.7	-	-
62. Crenshaw Blvd/8th St	15.7	B	14.0	B	-1.7	-	-
63. Western Ave/8th St	16.4	B	16.8	B	0.4	-	-
64. Vermont Ave/8th St	24.7	C	24.2	C	-0.5	6.0	-
65. Alvarado St/8th St	13.9	B	14.2	B	0.3	-	-
66. Fairfax Ave/San Vicente Blvd	32.4	C	32.7	C	0.3	6.0	-
67. Fairfax Ave/Olympic Blvd	35.0	D	43.1	D	8.1	4.0	Yes
68. San Vicente Blvd/Olympic Blvd	28.3	C	30.6	C	2.3	6.0	-
69. La Brea Ave/Olympic Blvd	53.7	D	62.5	E	8.8	2.5	Yes
70. Highland Ave/Olympic Blvd	50.7	D	49.7	D	-1.0	4.0	-
71. Crenshaw Blvd/Olympic Blvd	73.5	E	78.7	E	5.2	2.5	Yes
72. Western Ave/Olympic Blvd	37.4	D	39.7	D	2.3	4.0	-
73. Vermont Ave/Olympic Blvd	39.8	D	40.8	D	1.0	4.0	-
74. Alvarado St/Olympic Blvd	29.9	C	31.6	C	1.7	6.0	-

***** Average delay reduced, see explanation in "Analysis Methodology" section.

Notes:

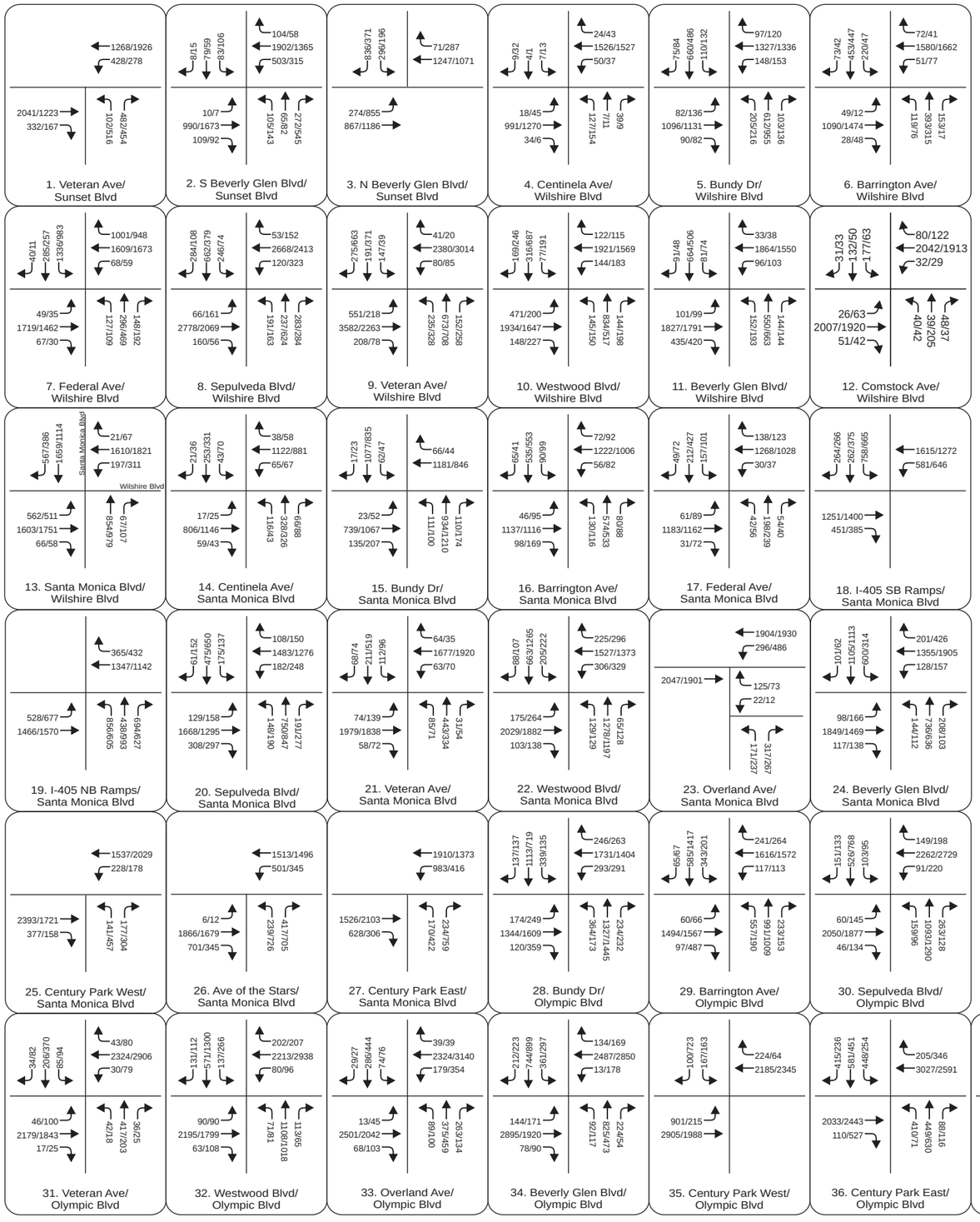
HCM 2000 Operations Methodology

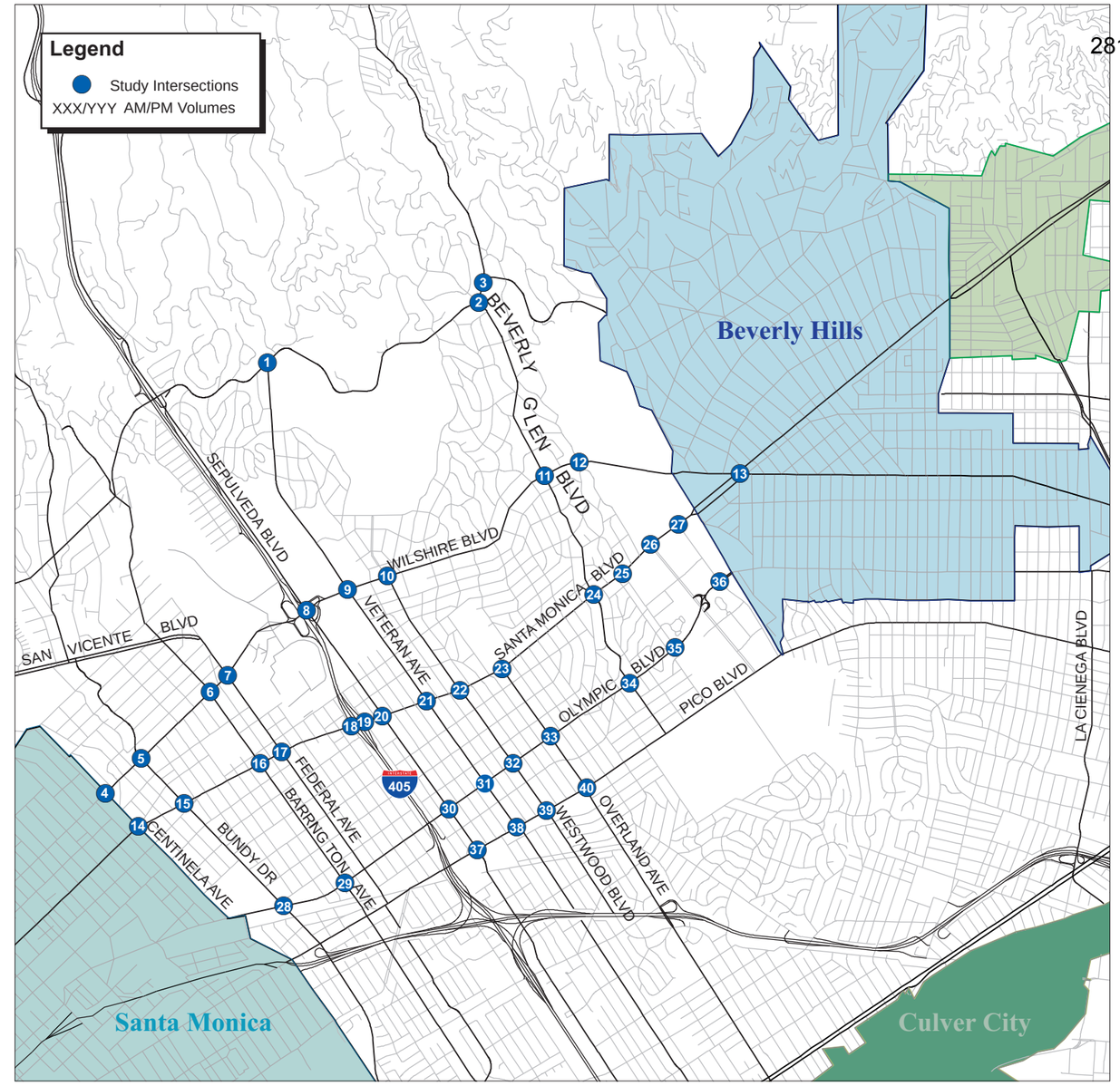
Delay = Average Vehicle Delay (Seconds), LOS = Level of Service

1 = Delay was revised to provide consistency with the modeling results presented in the technical appendices of the Draft EIR/EA that was circulated for public review in June 2010.

2 = Delay was revised from the results presented in the technical appendices of the Draft EIR/EA to include the addition of a second northbound and southbound left-turn lane at this intersection as a result of the I-405 HOV Lane project.

Table 7-3 presents the year 2020 with Proposed Project intersection operating conditions for the p.m. peak hour at the 74 study intersections.





ITERIS

Wilshire Blvd BRT Project
Traffic Impact Analysis

FIGURE 7-2A
Year 2020 With Proposed Project Volumes

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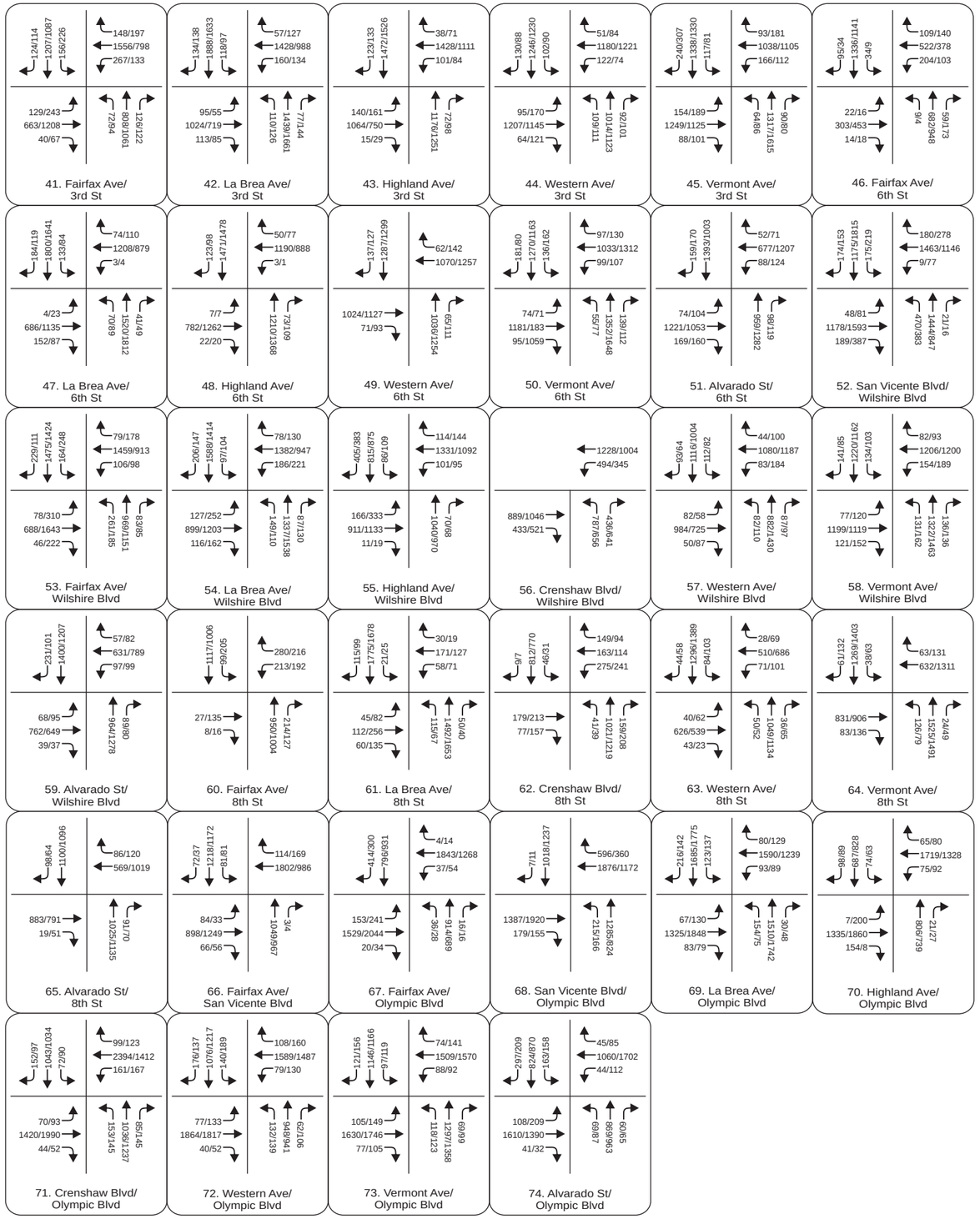

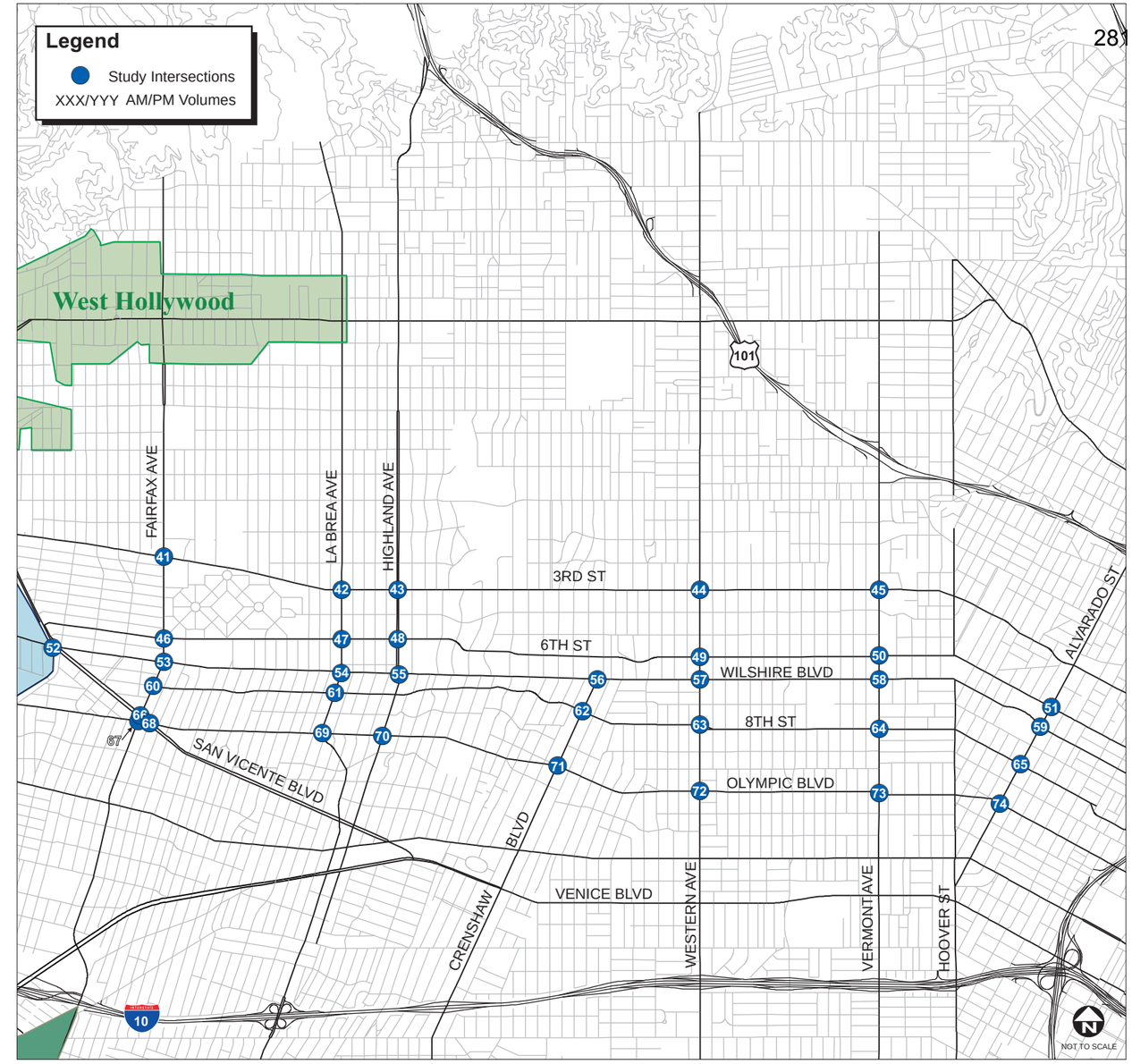

ITERIS

Wilshire Blvd BRT Project
Traffic Impact Analysis

FIGURE 7-2B
Year 2020 With Proposed Project Volumes

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TABLE 7-3: YEAR 2020 WITH PROPOSED PROJECT PM PEAK HOUR INTERSECTION LOS

Intersection	2020 Without Project		2020 With Proposed Project		Change in Delay	Threshold	Impact?
	Delay (sec)	LOS	Delay (sec)	LOS			
1. Veteran Ave/Sunset Blvd	38.2	D	41.7	D	3.5	4.0	-
2. S Beverly Glen Blvd/Sunset Blvd	50.0	D	52.8	D	2.8	4.0	-
3. N Beverly Glen Blvd/Sunset Blvd	43.6	D	43.3	D	-0.3	4.0	-
4. Centinela Ave/Wilshire Blvd	8.9	A	8.4	A	*	-	-
5. Bundy Dr/Wilshire Blvd	80.4	F	113.1	F	32.7	2.5	Yes
6. Barrington Ave/Wilshire Blvd	33.8	C	32.1	C	*	6.0	-
7. Federal Ave/Wilshire Blvd	49.9	D	47.2	D	*	4.0	-
8. Sepulveda Blvd/Wilshire Blvd	109.0[2]	F	101.9[2]	F	*	2.5	-
9. Veteran Ave/Wilshire Blvd	126.6	F	134.6	F	8.0	2.5	Yes
10. Westwood Blvd/Wilshire Blvd	64.0	E	52.0	D	*	4.0	-
11. Beverly Glen Blvd/Wilshire Blvd	39.4	D	35.9[1]	D	*	4.0	-
12. Comstock Ave/Wilshire Blvd	26.9	C	24.2	C	*	6.0	-
13. Santa Monica Blvd/Wilshire Blvd	112.5[1]	F	80.9[1]	E	*	2.5	-
14. Centinela Ave/Santa Monica Blvd	17.5	B	17.1	B	-0.4	-	-
15. Bundy Dr/Santa Monica Blvd	16.1	B	16.3	B	0.2	-	-
16. Barrington Ave/Santa Monica Blvd	15.7	B	15.4	B	-0.3	-	-
17. Federal Ave/Santa Monica Blvd	31.3	C	31.4	C	0.1	6.0	-
18. I-405 SB Ramps/Santa Monica Blvd	25.7	C	25.4	C	-0.3	6.0	-
19. I-405 NB Ramps/Santa Monica Blvd	48.5	D	48.0	D	-0.5	4.0	-
20. Sepulveda Blvd/Santa Monica Blvd	44.6	D	45.4	D	0.8	4.0	-
21. Veteran Ave/Santa Monica Blvd	63.5	E	68.7	E	5.2	2.5	Yes
22. Westwood Blvd/Santa Monica Blvd	91.3	F	93.2	F	1.9	2.5	-
23. Overland Ave/Santa Monica Blvd	78.9	E	86.0	F	7.1	2.5	Yes
24. Beverly Glen Blvd/Santa Monica Blvd	53.8	D	55.0	E	1.2	2.5	-
25. Century Park W/Santa Monica Blvd	23.3	C	23.6	C	0.3	6.0	-
26. Ave of the Stars/Santa Monica Blvd	28.0	C	28.4	C	0.4	6.0	-
27. Century Park E/Santa Monica Blvd	18.3	B	19.2	B	0.9	-	-
28. Bundy Dr/Olympic Blvd	77.9	E	79.1	E	1.2	2.5	-
29. Barrington Ave/Olympic Blvd	56.7	E	56.8	E	0.1	2.5	-
30. Sepulveda Blvd/Olympic Blvd	58.2	E	57.4	E	-0.8	2.5	-
31. Veteran Ave/Olympic Blvd	15.0	B	17.4	B	2.4	-	-
32. Westwood Blvd/Olympic Blvd	47.1[1]	D	50.0	D	2.8	4.0	-
33. Overland Ave/Olympic Blvd	69.1[1]	E	71.2	E	2.2	2.5	-
34. Beverly Glen Blvd/Olympic Blvd	54.7	D	57.2	E	2.5	2.5	Yes
35. Century Park W/Olympic Blvd	20.9	C	21.5	C	0.6	6.0	-
36. Century Park E/Olympic Blvd	46.2	D	48.8	D	2.6	4.0	-
37. Sepulveda Blvd/Pico Blvd	73.8	E	73.7	E	-0.1	2.5	-
38. Veteran Ave/Pico Blvd	24.9	C	21.4	C	-3.5	6.0	-
39. Westwood Blvd/Pico Blvd	77.3	E	80.6	F	3.3	2.5	Yes
40. Overland Ave/Pico Blvd	122.1	F	116.5	F	-5.6	2.5	-
41. Fairfax Ave/3rd St	47.3[1]	D	48.3[1]	D	1.0	4.0	-
42. La Brea Ave/3rd St	27.4	C	28.0	C	0.6	6.0	-
43. Highland Ave/3rd St	34.5	C	35.3	D	0.8	4.0	-
44. Western Ave/3rd St	56.6	E	56.4	E	-0.2	2.5	-
45. Vermont Ave/3rd St	45.4	D	45.7	D	0.3	4.0	-
46. Fairfax Ave/6th St	13.9	B	12.6[1]	B	-1.3	-	-
47. La Brea Ave/6th St	96.1	F	91.1	F	-5.0	2.5	-

48. Highland Ave/6th St	23.4[1]	C	24.1	C	4.1	6.0	-
49. Western Ave/6th St	31.8	C	32.6	C	0.8	6.0	-
50. Vermont Ave/6th St	50.0	D	48.2	D	-1.8	4.0	-
51. Alvarado St/6th St	21.9	C	28.9	C	7.0	6.0	Yes
52. San Vicente Blvd/Wilshire Blvd	127.9	F	105.1	F	*	2.5	-
53. Fairfax Ave/Wilshire Blvd	158.4	F	163.2	F	4.8	2.5	Yes
54. La Brea Ave/Wilshire Blvd	40.7	D	41.2	D	0.5	4.0	-
55. Highland Ave/Wilshire Blvd	40.9	D	43.5	D	2.6	4.0	-
56. Crenshaw Blvd/Wilshire Blvd	24.8	C	25.9[1]	C	1.1	6.0	-
57. Western Ave/Wilshire Blvd	122.1[1]	F	116.6[1]	F	*	2.5	-
58. Vermont Ave/Wilshire Blvd	77.6	E	62.2	E	*	2.5	-
59. Alvarado St/Wilshire Blvd	34.9	C	29.2	C	*	6.0	-
60. Fairfax Ave/8th St	15.1	B	19.7[1]	B	4.6	-	-
61. La Brea Ave/8th St	11.4	B	11.9	B	0.5	-	-
62. Crenshaw Blvd/8th St	16.0	B	18.8[1]	B	2.8	-	-
63. Western Ave/8th St	17.2	B	17.2	B	0.0	-	-
64. Vermont Ave/8th St	35.2	D	37.5	D	2.3	4.0	-
65. Alvarado St/8th St	14.7	B	15.1	B	0.4	-	-
66. Fairfax Ave/San Vicente Blvd	24.7	C	25.2	C	0.5	6.0	-
67. Fairfax Ave/Olympic Blvd	67.4	E	81.0	F	13.6	2.5	Yes
68. San Vicente Blvd/Olympic Blvd	26.5	C	26.5	C	0.0	6.0	-
69. La Brea Ave/Olympic Blvd	79.5	E	87.5	F	8.0	2.5	Yes
70. Highland Ave/Olympic Blvd	67.1	E	70.4	E	3.3	2.5	Yes
71. Crenshaw Blvd/Olympic Blvd	57.2	E	66.6	E	9.4	2.5	Yes
72. Western Ave/Olympic Blvd	53.8	D	55.0	E	1.2	2.5	-
73. Vermont Ave/Olympic Blvd	70.2	E	71.8	E	1.6	2.5	-
74. Alvarado St/Olympic Blvd	37.8	D	40.3	D	2.5	4.0	-

***** Average delay reduced, see explanation in "Analysis Methodology" section.
Notes:
HCM 2000 Operations Methodology
Delay = Average Vehicle Delay (Seconds), LOS = Level of Service
1 = Delay was revised to provide consistency with the modeling results presented in the technical appendices of the Draft EIR/EA that was circulated for public review in June 2010.
2 = Delay was revised from the results presented in the technical appendices of the Draft EIR/EA to include the addition of a second northbound and southbound left-turn lane at this intersection as a result of the I-405 HOV Lane project.

As shown in **Tables 7-2** and **7-3**, the following 19 intersections are forecast to be significantly impacted by the Proposed Project for year 2020 with project conditions:

- Veteran Avenue/Sunset Boulevard (a.m. peak hour);
- Bundy Drive/Wilshire Boulevard (a.m. and p.m. peak hours);
- Barrington Avenue/Wilshire Boulevard (a.m. peak hour);
- Veteran Avenue/Wilshire Boulevard (p.m. peak hour);
- Veteran Avenue/Santa Monica Boulevard (p.m. peak hour);
- Westwood Boulevard/Santa Monica Boulevard (a.m. peak hour);
- Overland Avenue/Santa Monica Boulevard (p.m. peak hour);
- Westwood Boulevard/Olympic Boulevard (a.m. peak hour);
- Beverly Glen Boulevard/Olympic Boulevard (p.m. peak hour);
- Sepulveda Boulevard/Pico Boulevard (a.m. peak hour);
- Westwood Boulevard/Pico Boulevard (a.m. and p.m. peak hours);
- Overland Avenue/Pico Boulevard (a.m. peak hour);
- Alvarado Street/6th Street (p.m. peak hour);

- Fairfax Avenue/Wilshire Boulevard (a.m. and p.m. peak hours);
- La Brea Avenue/Wilshire Boulevard (a.m. peak hour);
- Fairfax Avenue/Olympic Boulevard (a.m. and p.m. peak hours);
- La Brea Avenue/Olympic Boulevard (a.m. and p.m. peak hours);
- Highland Avenue/Olympic Boulevard (p.m. peak hour); and
- Crenshaw Boulevard/Olympic Boulevard (a.m. and p.m. peak hours).

7.3 Year 2020 With Project Alternative A Levels of Service

Year 2020 with Project Alternative A peak hour volumes are shown in **Figure 7-3**. A level of service analysis was conducted to evaluate year 2020 with Project Alternative A intersection operations. Detailed level of service calculation sheets can be found in **Appendix B**. **Table 7-4** presents the year 2020 with Project Alternative A intersection operating conditions for the a.m. peak hour at the 74 study intersections.

Table 7-4: Year 2020 With Project Alternative A AM Peak Hour Intersection LOS

Intersection	2020 Without Project		2020 With Project Alternative A		Change in Delay	Threshold	Impact?
	Delay (sec)	LOS	Delay (sec)	LOS			
1. Veteran Ave/Sunset Blvd	103.4	F	107.0	F	3.6	2.5	Yes
2. S Beverly Glen Blvd/Sunset Blvd	26.8	C	26.4	C	-0.4	6.0	-
3. N Beverly Glen Blvd/Sunset Blvd	147.8[1]	F	142.4	F	-5.4	2.5	-
4. Centinela Ave/Wilshire Blvd	8.3	A	11.5	B	3.2	-	-
5. Bundy Dr/Wilshire Blvd	63.7	E	103.6	F	39.9	2.5	Yes
6. Barrington Ave/Wilshire Blvd	38.1	D	48.1	D	10.0	4.0	Yes
7. Federal Ave/Wilshire Blvd	68.4	E	58.3	E	*	2.5	-
8. Sepulveda Blvd/Wilshire Blvd	186.0[2]	F	185.3[2]	F	*	2.5	-
9. Veteran Ave/Wilshire Blvd	243.7	F	225.7	F	*	2.5	-
10. Westwood Blvd/Wilshire Blvd	75.2	E	51.4	D	*	4.0	-
11. Beverly Glen Blvd/Wilshire Blvd	36.1	D	40.8[1]	D	4.7	4.0	Yes
12. Comstock Ave/Wilshire Blvd	23.3	C	23.0	C	*	6.0	-
13. Santa Monica Blvd/Wilshire Blvd	92.0[1]	F	56.8[1]	E	*	4.0	-
14. Centinela Ave/Santa Monica Blvd	15.7	B	15.7	B	0.0	-	-
15. Bundy Dr/Santa Monica Blvd	17.0	B	17.7	B	0.7	-	-
16. Barrington Ave/Santa Monica Blvd	17.1	B	17.1	B	0.0	-	-
17. Federal Ave/Santa Monica Blvd	28.5	C	28.6	C	0.1	6.0	-
18. I-405 SB Ramps/Santa Monica Blvd	26.9	C	26.8	C	-0.1	6.0	-
19. I-405 NB Ramps/Santa Monica Blvd	48.0	D	47.2	D	-0.8	4.0	-
20. Sepulveda Blvd/Santa Monica Blvd	39.9	D	41.4	D	1.5	4.0	-
21. Veteran Ave/Santa Monica Blvd	21.7	C	21.6	C	-0.1	6.0	-
22. Westwood Blvd/Santa Monica Blvd	122.2	F	127.2	F	5.0	2.5	Yes
23. Overland Ave/Santa Monica Blvd	32.8	C	33.0	C	0.2	6.0	-
24. Beverly Glen Blvd/Santa Monica Blvd	63.2	E	63.1	E	-0.1	2.5	-
25. Century Park W/Santa Monica Blvd	20.9	C	20.2[1]	C	-0.7	6.0	-
26. Ave of the Stars/Santa Monica Blvd	47.3	D	47.2	D	-0.1	4.0	-
27. Century Park E/Santa Monica Blvd	29.0	C	27.9	C	-1.1	6.0	-
28. Bundy Dr/Olympic Blvd	100.3	F	105.5	F	5.2	2.5	Yes
29. Barrington Ave/Olympic Blvd	52.5	D	53.4	D	0.9	4.0	-

30. Sepulveda Blvd/Olympic Blvd	34.6	C	36.9	D	2.3	4.0	-
31. Veteran Ave/Olympic Blvd	22.7	C	25.7	C	3.0	6.0	-
32. Westwood Blvd/Olympic Blvd	41.3	D	43.8	D	2.5	4.0	-
33. Overland Ave/Olympic Blvd	40.1	D	42.7	D	2.6	4.0	-
34. Beverly Glen Blvd/Olympic Blvd	69.0	E	70.8	E	1.8	2.5	-
35. Century Park W/Olympic Blvd	15.2	B	15.2	B	0.0	-	-
36. Century Park E/Olympic Blvd	41.7	D	43.4	D	1.7	4.0	-
37. Sepulveda Blvd/Pico Blvd	54.4	D	56.0	E	1.6	2.5	-
38. Veteran Ave/Pico Blvd	11.0	B	14.0	B	3.0	-	-
39. Westwood Blvd/Pico Blvd	39.6	D	43.0	D	3.4	4.0	-
40. Overland Ave/Pico Blvd	62.8	E	63.2	E	0.4	2.5	-
41. Fairfax Ave/3rd St	79.0[1]	E	75.6[1]	E	-3.4	2.5	-
42. La Brea Ave/3rd St	34.8	C	35.0	D	0.2	4.0	-
43. Highland Ave/3rd St	74.2	E	73.4	E	-0.8	2.5	-
44. Western Ave/3rd St	49.7	D	52.2	D	2.5	4.0	-
45. Vermont Ave/3rd St	46.3	D	46.5	D	0.2	4.0	-
46. Fairfax Ave/6th St	16.1	B	15.8	B	-0.3	-	-
47. La Brea Ave/6th St	71.2	E	69.0	E	-2.2	2.5	-
48. Highland Ave/6th St	22.2	C	21.2	C	-1.0	6.0	-
49. Western Ave/6th St	27.9	C	28.4	C	0.5	6.0	-
50. Vermont Ave/6th St	42.8	D	44.3	D	1.5	4.0	-
51. Alvarado St/6th St	18.6	B	18.6	B	0.0	-	-
52. San Vicente Blvd/Wilshire Blvd	81.5	F	75.4	E	*	2.5	-
53. Fairfax Ave/Wilshire Blvd	111.2	F	130.0[1]	F	18.8	2.5	Yes
54. La Brea Ave/Wilshire Blvd	39.0	D	50.8	D	11.8	4.0	Yes
55. Highland Ave/Wilshire Blvd	48.2	D	49.1	D	0.9	4.0	-
56. Crenshaw Blvd/Wilshire Blvd	37.4	D	36.4	D	*	4.0	-
57. Western Ave/Wilshire Blvd	67.2[1]	E	59.8[1]	E	*	2.5	-
58. Vermont Ave/Wilshire Blvd	72.5	E	68.4	E	*	2.5	-
59. Alvarado St/Wilshire Blvd	22.9	C	22.6	C	*	6.0	-
60. Fairfax Ave/8th St	12.5	B	13.5	B	1.0	-	-
61. La Brea Ave/8th St	10.1	B	11.3	B	1.2	-	-
62. Crenshaw Blvd/8th St	15.7	B	15.6[1]	B	-0.1	-	-
63. Western Ave/8th St	16.4	B	16.6	B	0.2	-	-
64. Vermont Ave/8th St	24.7	C	23.4	C	-1.3	6.0	-
65. Alvarado St/8th St	13.9	B	14.0	B	0.1	-	-
66. Fairfax Ave/San Vicente Blvd	32.4	C	31.9	C	-0.5	6.0	-
67. Fairfax Ave/Olympic Blvd	35.0	D	46.4	D	11.4	4.0	Yes
68. San Vicente Blvd/Olympic Blvd	28.3	C	31.4	C	3.2	6.0	-
69. La Brea Ave/Olympic Blvd	53.7	D	58.4	E	4.7	2.5	Yes
70. Highland Ave/Olympic Blvd	50.7	D	52.0	D	1.3	4.0	-
71. Crenshaw Blvd/Olympic Blvd	73.5	E	79.3	F	5.8	2.5	Yes
72. Western Ave/Olympic Blvd	37.4	D	39.2	D	1.8	4.0	-
73. Vermont Ave/Olympic Blvd	39.8	D	40.1	D	0.3	4.0	-
74. Alvarado St/Olympic Blvd	29.9	C	32.1	C	2.2	6.0	-

* Average delay reduced, see explanation in "Analysis Methodology" section.

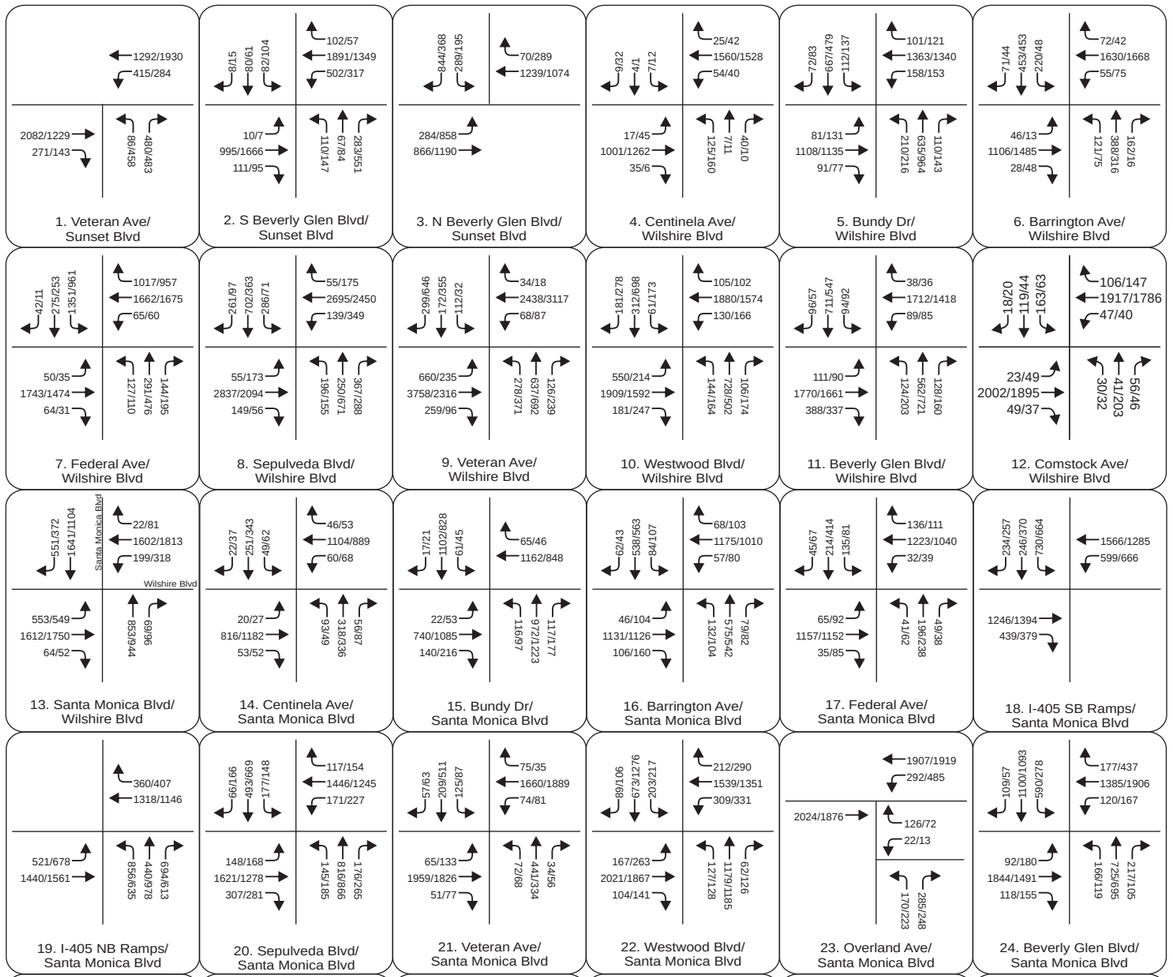
Notes:

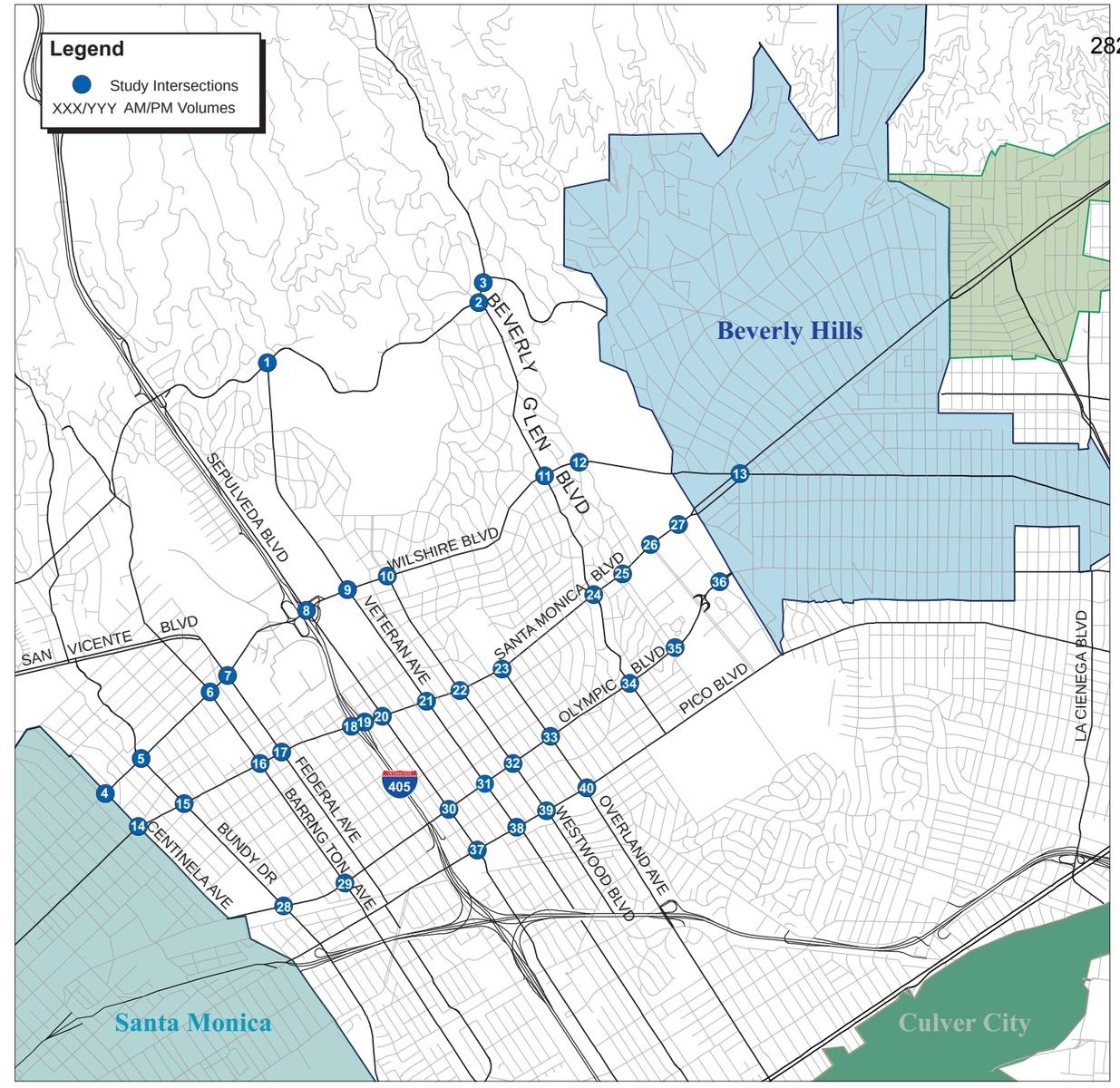
HCM 2000 Operations Methodology, Delay = Average Vehicle Delay (Seconds), LOS = Level of Service

1 = Delay was revised to provide consistency with the modeling results presented in the technical appendices of the Draft EIR/EA that was circulated for public review in June 2010.

2 = Delay was revised from the results presented in the technical appendices of the Draft EIR/EA to include the addition of a second northbound and southbound left-turn lane at this intersection as a result of the I-405 HOV Lane project.

Table 7-5 presents the year 2020 with Project Alternative A intersection operating conditions for the p.m. peak hour at the 74 study intersections.





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Wilshire Blvd BRT Project
Traffic Impact Analysis

FIGURE 7-3A
Year 2020 With Project Alternative A Volumes

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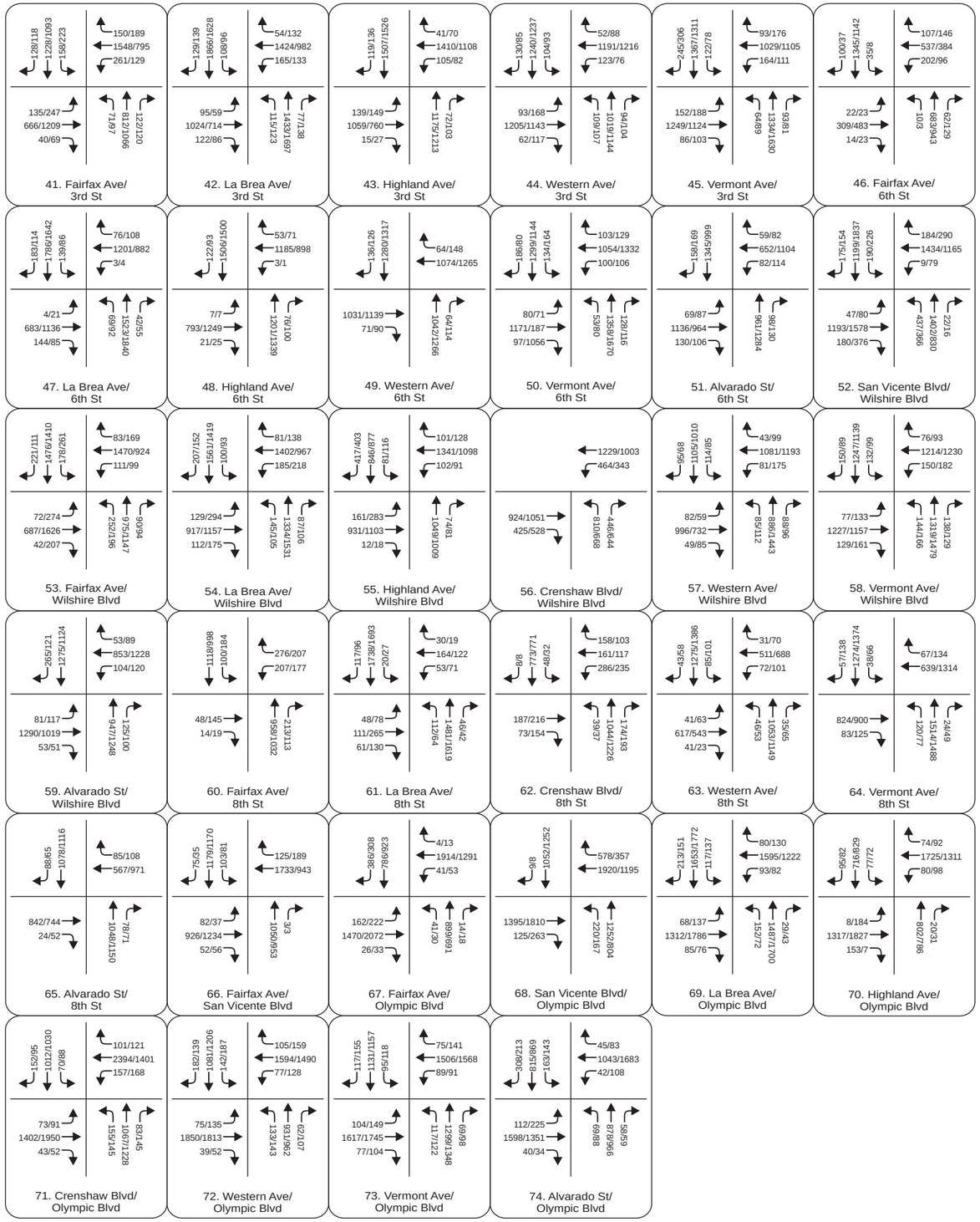
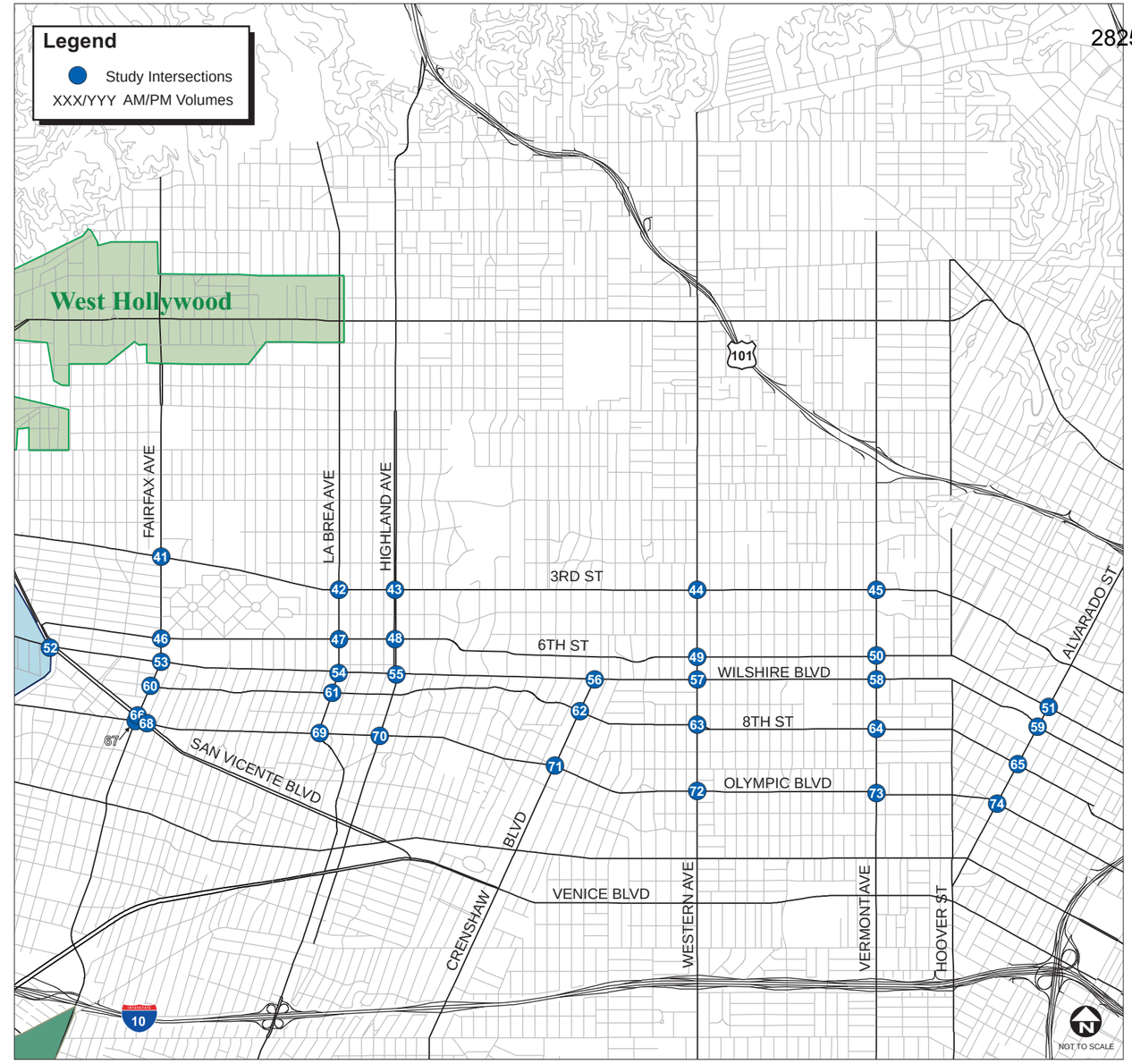




ITERIS

Wilshire Blvd BRT Project
Traffic Impact Analysis

FIGURE 7-3B
Year 2020 With Project Alternative A Volumes

Q:\2008\16\Jobs\J08-1643 Wilshire Bus Lane\gra\BaseMap_Volumes_2020.cdr

TABLE 7-5: YEAR 2020 WITH PROJECT ALTERNATIVE A PM PEAK HOUR INTERSECTION LOS

Intersection	2020 Without Project		2020 With Project Alternative A		Change in Delay	Threshold	Impact?
	Delay (sec)	LOS	Delay (sec)	LOS			
1. Veteran Ave/Sunset Blvd	38.2	D	35.7	D	-2.5	4.0	-
2. S Beverly Glen Blvd/Sunset Blvd	50.0	D	53.1	D	3.1	4.0	-
3. N Beverly Glen Blvd/Sunset Blvd	43.6	D	43.5	D	-0.1	4.0	-
4. Centinela Ave/Wilshire Blvd	8.9	A	8.7	A	*	-	-
5. Bundy Dr/Wilshire Blvd	80.4	F	117.4	F	37.0	2.5	Yes
6. Barrington Ave/Wilshire Blvd	33.8	C	32.2	C	*	6.0	-
7. Federal Ave/Wilshire Blvd	49.9	D	47.5	D	*	4.0	-
8. Sepulveda Blvd/Wilshire Blvd	109.0[2]	F	109.1[2]	F	0.2	2.5	-
9. Veteran Ave/Wilshire Blvd	126.6	F	106.9	F	*	2.5	-
10. Westwood Blvd/Wilshire Blvd	64.0	E	49.2	D	*	4.0	-
11. Beverly Glen Blvd/Wilshire Blvd	39.4	D	44.8[1]	D	5.4	4.0	Yes
12. Comstock Ave/Wilshire Blvd	26.9	C	25.5	C	-1.4	6.0	-
13. Santa Monica Blvd/Wilshire Blvd	112.5[1]	F	81.0[1]	E	*	2.5	-
14. Centinela Ave/Santa Monica Blvd	17.5	B	17.4	B	-0.1	-	-
15. Bundy Dr/Santa Monica Blvd	16.1	B	16.3	B	0.2	-	-
16. Barrington Ave/Santa Monica Blvd	15.7	B	15.7	B	0.0	-	-
17. Federal Ave/Santa Monica Blvd	31.3	C	31.2	C	-0.1	6.0	-
18. I-405 SB Ramps/Santa Monica Blvd	25.7	C	25.5	C	-0.2	6.0	-
19. I-405 NB Ramps/Santa Monica Blvd	48.5	D	47.8	D	-0.7	4.0	-
20. Sepulveda Blvd/Santa Monica Blvd	44.6	D	45.2	D	0.6	4.0	-
21. Veteran Ave/Santa Monica Blvd	63.5	E	64.5	E	1.0	2.5	-
22. Westwood Blvd/Santa Monica Blvd	91.3	F	91.3	F	0.0	2.5	-
23. Overland Ave/Santa Monica Blvd	78.9	E	86.1[1]	F	7.2	2.5	Yes
24. Beverly Glen Blvd/Santa Monica Blvd	53.8	D	55.1	E	1.3	2.5	-
25. Century Park W/Santa Monica Blvd	23.3	C	24.0	C	0.7	6.0	-
26. Ave of the Stars/Santa Monica Blvd	28.0	C	28.0	C	0.0	6.0	-
27. Century Park E/Santa Monica Blvd	18.3	B	18.6	B	0.3	-	-
28. Bundy Dr/Olympic Blvd	77.9	E	81.1	F	3.2	2.5	Yes
29. Barrington Ave/Olympic Blvd	56.7	E	57.1	E	0.4	2.5	-
30. Sepulveda Blvd/Olympic Blvd	58.2	E	58.0	E	-0.2	2.5	-
31. Veteran Ave/Olympic Blvd	15.0	B	15.2	B	0.2	-	-
32. Westwood Blvd/Olympic Blvd	47.1[1]	D	50.3	D	3.2	4.0	-
33. Overland Ave/Olympic Blvd	69.1[1]	E	70.3	E	1.2	2.5	-
34. Beverly Glen Blvd/Olympic Blvd	54.7	D	57.4	E	2.7	2.5	Yes
35. Century Park W/Olympic Blvd	20.9	C	21.5	C	0.6	6.0	-
36. Century Park E/Olympic Blvd	46.2	D	48.8	D	2.6	4.0	-
37. Sepulveda Blvd/Pico Blvd	73.8	E	74.0	E	0.2	2.5	-
38. Veteran Ave/Pico Blvd	24.9	C	21.6	C	-3.3	6.0	-
39. Westwood Blvd/Pico Blvd	77.3	E	77.1	E	-0.2	2.5	-
40. Overland Ave/Pico Blvd	122.1	F	119.6	F	-2.5	2.5	-
41. Fairfax Ave/3rd St	47.3[1]	D	48.7[1]	D	1.4	4.0	-
42. La Brea Ave/3rd St	27.4	C	27.7	C	0.3	6.0	-
43. Highland Ave/3rd St	34.5	C	33.6	C	-0.9	6.0	-
44. Western Ave/3rd St	56.6	E	55.8	E	-0.8	2.5	-
45. Vermont Ave/3rd St	45.4	D	45.5	D	0.1	4.0	-

46. Fairfax Ave/6th St	13.9	B	13.7	B	-0.2	-	-
47. La Brea Ave/6th St	96.1	F	93.1	F	-3.0	2.5	-
48. Highland Ave/6th St	23.4[1]	C	24.3[1]	C	0.9	6.0	-
49. Western Ave/6th St	31.8	C	33.0	C	1.2	6.0	-
50. Vermont Ave/6th St	50.0	D	49.1	D	-0.9	4.0	-
51. Alvarado St/6th St	21.9	C	20.8	C	-1.1	6.0	-
52. San Vicente Blvd/Wilshire Blvd	127.9	F	105.4[1]	F	*	2.5	-
53. Fairfax Ave/Wilshire Blvd	158.4	F	159.1[1]	F	0.7	2.5	-
54. La Brea Ave/Wilshire Blvd	40.7	D	40.9	D	0.2	4.0	-
55. Highland Ave/Wilshire Blvd	40.9	D	40.1	D	*	4.0	-
56. Crenshaw Blvd/Wilshire Blvd	24.8	C	25.6	C	0.8	6.0	-
57. Western Ave/Wilshire Blvd	122.1[1]	F	117.8[1]	F	*	2.5	-
58. Vermont Ave/Wilshire Blvd	77.6	E	65.9	E	*	2.5	-
59. Alvarado St/Wilshire Blvd	34.9	C	36.8	D	1.9	4.0	-
60. Fairfax Ave/8th St	15.1	B	18.4[1]	B	3.3	-	-
61. La Brea Ave/8th St	11.4	B	11.9	B	0.5	-	-
62. Crenshaw Blvd/8th St	16.0	B	18.4	B	2.4	-	-
63. Western Ave/8th St	17.2	B	17.3	B	0.1	-	-
64. Vermont Ave/8th St	35.2	D	36.3	D	1.1	4.0	-
65. Alvarado St/8th St	14.7	B	14.7	B	0.0	-	-
66. Fairfax Ave/San Vicente Blvd	24.7	C	24.9	C	0.2	6.0	-
67. Fairfax Ave/Olympic Blvd	67.4	E	77.2	E	9.8	2.5	Yes
68. San Vicente Blvd/Olympic Blvd	26.5	C	27.2	C	0.7	6.0	-
69. La Brea Ave/Olympic Blvd	79.5	E	80.6	F	1.1	2.5	-
70. Highland Ave/Olympic Blvd	67.1	E	71.4	E	4.3	2.5	Yes
71. Crenshaw Blvd/Olympic Blvd	57.2	E	60.5	E	3.3	2.5	Yes
72. Western Ave/Olympic Blvd	53.8	D	54.6	D	0.8	4.0	-
73. Vermont Ave/Olympic Blvd	70.2	E	70.5	E	0.3	2.5	-
74. Alvarado St/Olympic Blvd	37.8	D	38.2	D	0.4	4.0	-

***** Average delay reduced, see explanation in "Analysis Methodology" section.

Notes:

HCM 2000 Operations Methodology

Delay = Average Vehicle Delay (Seconds), LOS = Level of Service

1 = Delay was revised to provide consistency with the modeling results presented in the technical appendices of the Draft EIR/EA that was circulated for public review in June 2010.

2 = Delay was revised from the results presented in the technical appendices of the Draft EIR/EA to include the addition of a second northbound and southbound left-turn lane at this intersection as a result of the I-405 HOV Lane project.

As shown in **Tables 7-4** and **7-5**, the following 14 intersections are forecast to be significantly impacted in year 2020 with Project Alternative A conditions:

- Veteran Avenue/Sunset Boulevard (a.m. peak hour);
- Bundy Drive/Wilshire Boulevard (a.m. and p.m. peak hours);
- Barrington Avenue/Wilshire Boulevard (a.m. peak hour);
- Beverly Glen Boulevard/Wilshire Boulevard (a.m. and p.m. peak hours);
- Westwood Boulevard/Santa Monica Boulevard (a.m. peak hour);
- Overland Avenue/Santa Monica Boulevard (p.m. peak hour);
- Bundy Drive/Olympic Boulevard (a.m. and p.m. peak hours);
- Beverly Glen Boulevard/Olympic Boulevard (p.m. peak hour);
- Fairfax Avenue/Wilshire Boulevard (a.m. peak hour);
- La Brea Avenue/Wilshire Boulevard (a.m. peak hour);
- Fairfax Avenue/Olympic Boulevard (a.m. and p.m. peak hours);
- La Brea Avenue/Olympic Boulevard (a.m. peak hour);
- Highland Avenue/Olympic Boulevard (p.m. peak hour); and
- Crenshaw Boulevard/Olympic Boulevard (a.m. and p.m. peak hours).

7.4 Year 2020 With Project Alternative A-1 Levels of Service

Year 2020 with Project Alternative A-1 peak hour volumes are shown in **Figure 7-4**. A level of service analysis was conducted to evaluate year 2020 with Project Alternative A-1 intersection operations. Detailed level of service calculation sheets can be found in **Appendix B**. **Table 7-6** presents the year 2020 with Project Alternative A-1 intersection operating conditions for the a.m. peak hour at the 74 study intersections.

Table 7-6: Year 2020 With Project Alternative A-1 AM Peak Hour Intersection LOS

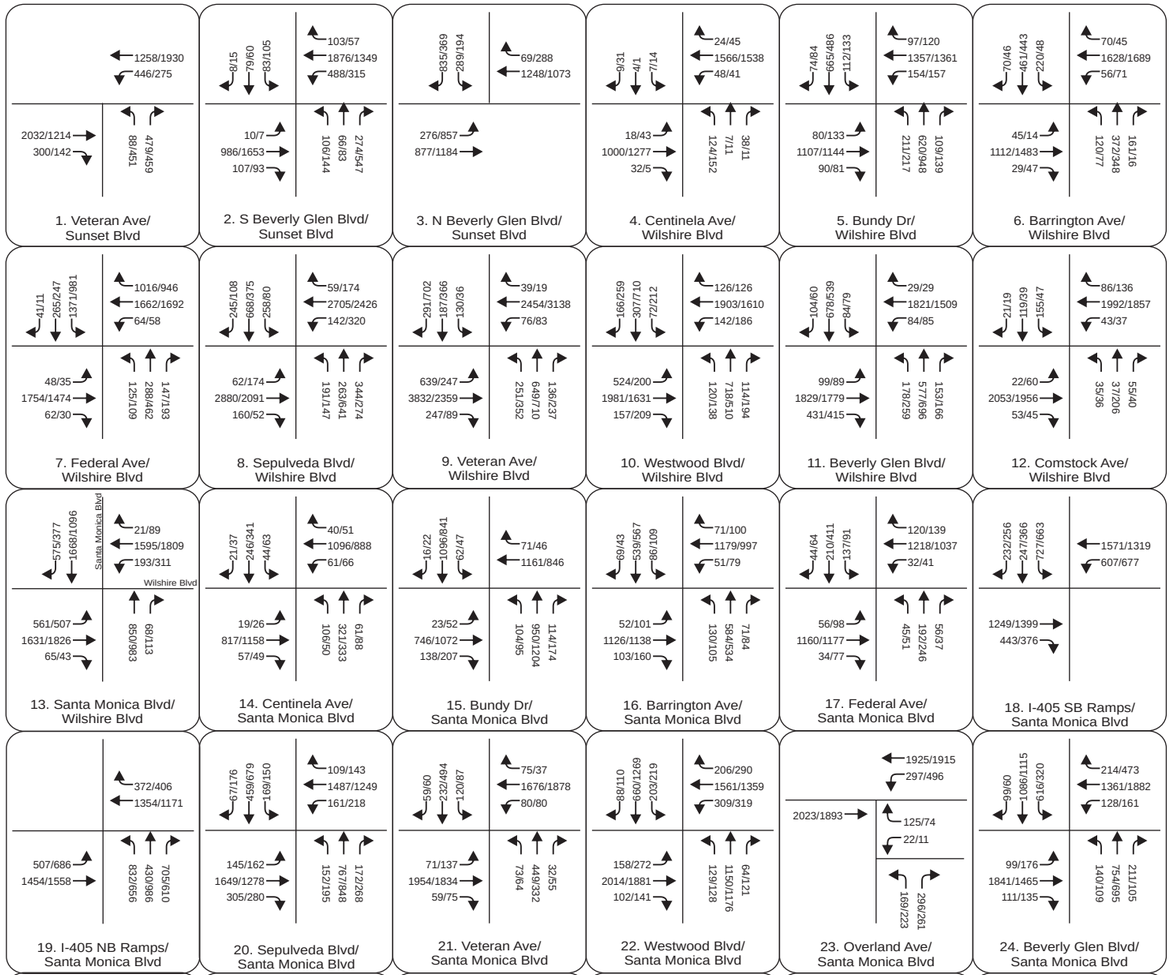
Intersection	2020 Without Project		2020 With Project Alternative A-1		Change in Delay	Threshold	Impact?
	Delay (sec)	LOS	Delay (sec)	LOS			
1. Veteran Ave/Sunset Blvd	103.4	F	109.3	F	5.9	2.5	Yes
2. S Beverly Glen Blvd/Sunset Blvd	26.8	C	28.5	C	1.7	6.0	-
3. N Beverly Glen Blvd/Sunset Blvd	147.8[1]	F	137.9	F	-9.9	2.5	-
4. Centinela Ave/Wilshire Blvd	8.3	A	11.4	B	3.1	-	-
5. Bundy Dr/Wilshire Blvd	63.7	E	102.6	F	38.9	2.5	Yes
6. Barrington Ave/Wilshire Blvd	38.1	D	47.0	D	8.9	4.0	Yes
7. Federal Ave/Wilshire Blvd	68.4	E	59.4	E	*	2.5	-
8. Sepulveda Blvd/Wilshire Blvd	186.0[2]	F	187.3	F	1.3	2.5	-
9. Veteran Ave/Wilshire Blvd	243.7	F	233.0	F	*	2.5	-
10. Westwood Blvd/Wilshire Blvd	75.2	E	56.3	E	*	2.5	-
11. Beverly Glen Blvd/Wilshire Blvd	36.1	D	34.5	C	*	6.0	-
12. Comstock Ave/Wilshire Blvd	23.3	C	14.8	B	*	-	-
13. Santa Monica Blvd/Wilshire Blvd	92.0[1]	F	59.0	E	*	2.5	-
14. Centinela Ave/Santa Monica Blvd	15.7	B	15.9	B	0.2	-	-
15. Bundy Dr/Santa Monica Blvd	17.0	B	17.1	B	0.1	-	-
16. Barrington Ave/Santa Monica Blvd	17.1	B	17.5	B	0.4	-	-

17. Federal Ave/Santa Monica Blvd	28.5	C	28.2	C	-0.3	6.0	-
18. I-405 SB Ramps/Santa Monica Blvd	26.9	C	27.0	C	0.1	6.0	-
19. I-405 NB Ramps/Santa Monica Blvd	48.0	D	47.0	D	-1.0	4.0	-
20. Sepulveda Blvd/Santa Monica Blvd	39.9	D	40.6	D	0.7	4.0	-
21. Veteran Ave/Santa Monica Blvd	21.7	C	22.0	C	0.3	6.0	-
22. Westwood Blvd/Santa Monica Blvd	122.2	F	126.1	F	3.9	2.5	Yes
23. Overland Ave/Santa Monica Blvd	32.8	C	33.9	C	1.1	6.0	-
24. Beverly Glen Blvd/Santa Monica Blvd	63.2	E	61.8	E	-1.4	2.5	-
25. Century Park W/Santa Monica Blvd	20.9	C	20.5	C	-0.4	6.0	-
26. Ave of the Stars/Santa Monica Blvd	47.3	D	44.9	D	-2.4	4.0	-
27. Century Park E/Santa Monica Blvd	29.0	C	28.5	C	-0.5	6.0	-
28. Bundy Dr/Olympic Blvd	100.3	F	105.0	F	4.7	2.5	Yes
29. Barrington Ave/Olympic Blvd	52.5	D	54.1	D	1.6	4.0	-
30. Sepulveda Blvd/Olympic Blvd	34.6	C	34.3	C	-0.3	6.0	-
31. Veteran Ave/Olympic Blvd	22.7	C	26.9	C	4.2	6.0	-
32. Westwood Blvd/Olympic Blvd	41.3	D	40.1	D	-1.2	4.0	-
33. Overland Ave/Olympic Blvd	40.1	D	39.7	D	-0.4	4.0	-
34. Beverly Glen Blvd/Olympic Blvd	69.0	E	68.7	E	-0.3	2.5	-
35. Century Park W/Olympic Blvd	15.2	B	15.5	B	0.3	-	-
36. Century Park E/Olympic Blvd	41.7	D	41.8	D	0.1	4.0	-
37. Sepulveda Blvd/Pico Blvd	54.4	D	55.6	E	1.2	2.5	-
38. Veteran Ave/Pico Blvd	11.0	B	11.0	B	0.0	-	-
39. Westwood Blvd/Pico Blvd	39.6	D	49.8	D	10.2	4.0	Yes
40. Overland Ave/Pico Blvd	62.8	E	68.5	E	5.7	2.5	Yes
41. Fairfax Ave/3rd St	79.0[1]	E	75.2	E	-3.8	2.5	-
42. La Brea Ave/3rd St	34.8	C	34.8	C	0.0	6.0	-
43. Highland Ave/3rd St	74.2	E	75.0	E	0.8	2.5	-
44. Western Ave/3rd St	49.7	D	52.6	D	2.9	4.0	-
45. Vermont Ave/3rd St	46.3	D	47.3	D	1.0	4.0	-
46. Fairfax Ave/6th St	16.1	B	15.7	B	-0.4	-	-
47. La Brea Ave/6th St	71.2	E	67.0	E	-4.2	2.5	-
48. Highland Ave/6th St	22.2	C	20.1	C	-2.1	6.0	-
49. Western Ave/6th St	27.9	C	27.7	C	-0.2	6.0	-
50. Vermont Ave/6th St	42.8	D	43.9	D	1.1	4.0	-
51. Alvarado St/6th St	18.6	B	19.2	B	0.6	-	-
52. San Vicente Blvd/Wilshire Blvd	81.5	F	76.9	E	*	2.5	-
53. Fairfax Ave/Wilshire Blvd	111.2	F	134.9	F	23.7	2.5	Yes
54. La Brea Ave/Wilshire Blvd	39.0	D	51.4	D	12.4	4.0	Yes
55. Highland Ave/Wilshire Blvd	48.2	D	50.5	D	2.3	4.0	-
56. Crenshaw Blvd/Wilshire Blvd	37.4	D	41.3	D	3.9	4.0	-
57. Western Ave/Wilshire Blvd	67.2[1]	E	57.1	E	*	2.5	-
58. Vermont Ave/Wilshire Blvd	72.5	E	69.6	E	*	2.5	-
59. Alvarado St/Wilshire Blvd	22.9	C	21.7	C	*	6.0	-
60. Fairfax Ave/8th St	12.5	B	13.6	B	1.1	-	-
61. La Brea Ave/8th St	10.1	B	12.8	B	2.7	-	-
62. Crenshaw Blvd/8th St	15.7	B	13.4	B	-2.3	-	-
63. Western Ave/8th St	16.4	B	16.6	B	0.2	-	-
64. Vermont Ave/8th St	24.7	C	24.9	C	0.2	6.0	-
65. Alvarado St/8th St	13.9	B	13.8	B	-0.1	-	-
66. Fairfax Ave/San Vicente Blvd	32.4	C	31.5	C	-0.6	6.0	-
67. Fairfax Ave/Olympic Blvd	35.0	D	46.3	D	11.3	4.0	Yes
68. San Vicente Blvd/Olympic Blvd	28.3	C	30.1	C	1.8	6.0	-
69. La Brea Ave/Olympic Blvd	53.7	D	58.0	E	4.3	2.5	Yes
70. Highland Ave/Olympic Blvd	50.7	D	51.4	D	0.7	4.0	-

71. Crenshaw Blvd/Olympic Blvd	73.5	E	82.4	F	8.9	2.5	Yes
72. Western Ave/Olympic Blvd	37.4	D	40.8	D	3.4	4.0	-
73. Vermont Ave/Olympic Blvd	39.8	D	40.6	D	0.8	4.0	-
74. Alvarado St/Olympic Blvd	29.9	C	31.2	C	1.3	6.0	-

***** Average delay reduced, see explanation in "Analysis Methodology" section.
Notes:
HCM 2000 Operations Methodology
Delay = Average Vehicle Delay (Seconds), LOS = Level of Service
1 = Delay was revised to provide consistency with the modeling results presented in the technical appendices of the Draft EIR/EA that was circulated for public review in June 2010.
2 = Delay was revised from the results presented in the technical appendices of the Draft EIR/EA to include the addition of a second northbound and southbound left-turn lane at this intersection as a result of the I-405 HOV Lane project.

Table 7-7 presents the year 2020 with Project Alternative A-1 intersection operating conditions for the p.m. peak hour at the 74 study intersections.



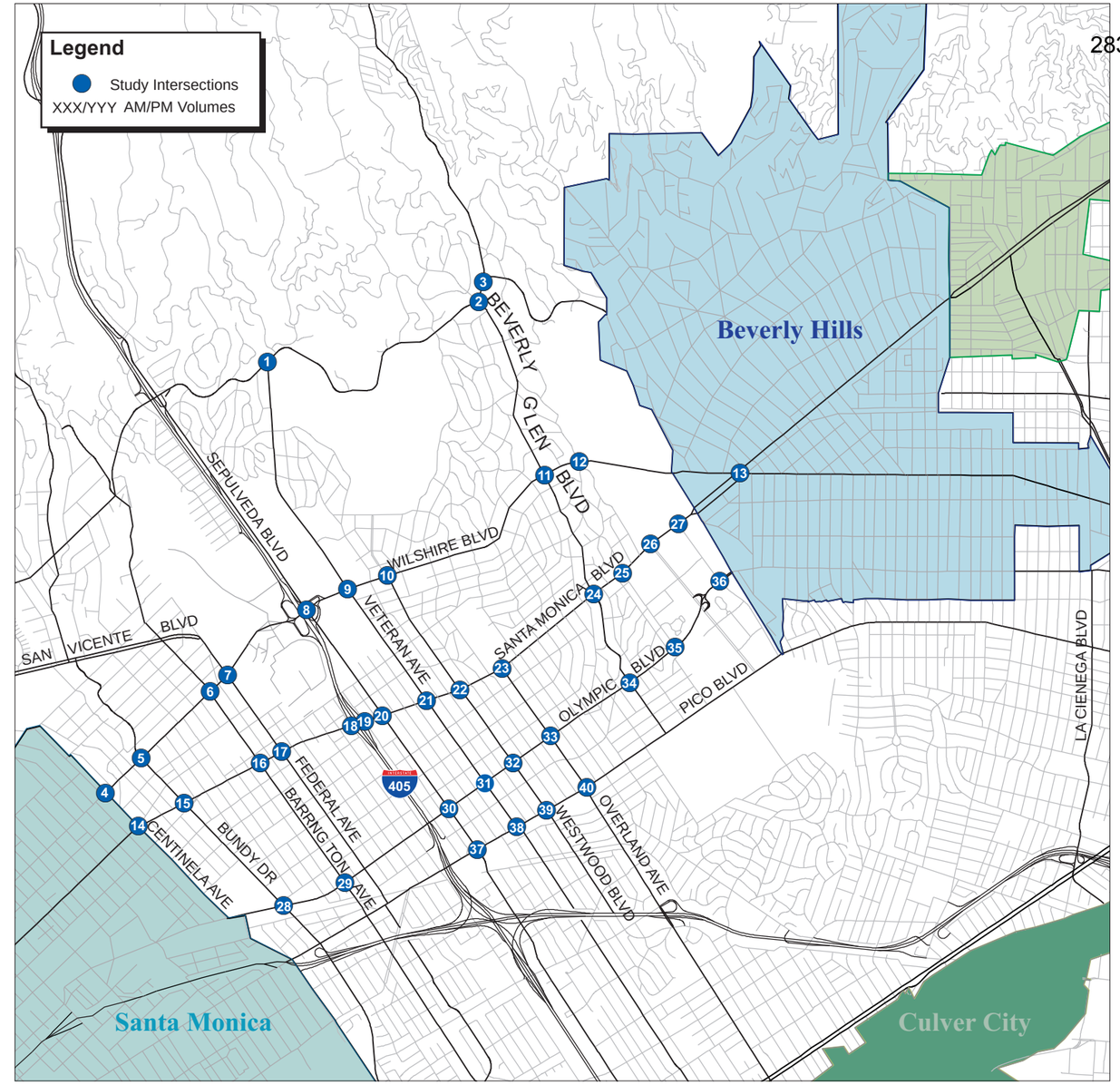


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FIGURE 7-4A
Year 2020 With Project Alternative A-1 Volumes

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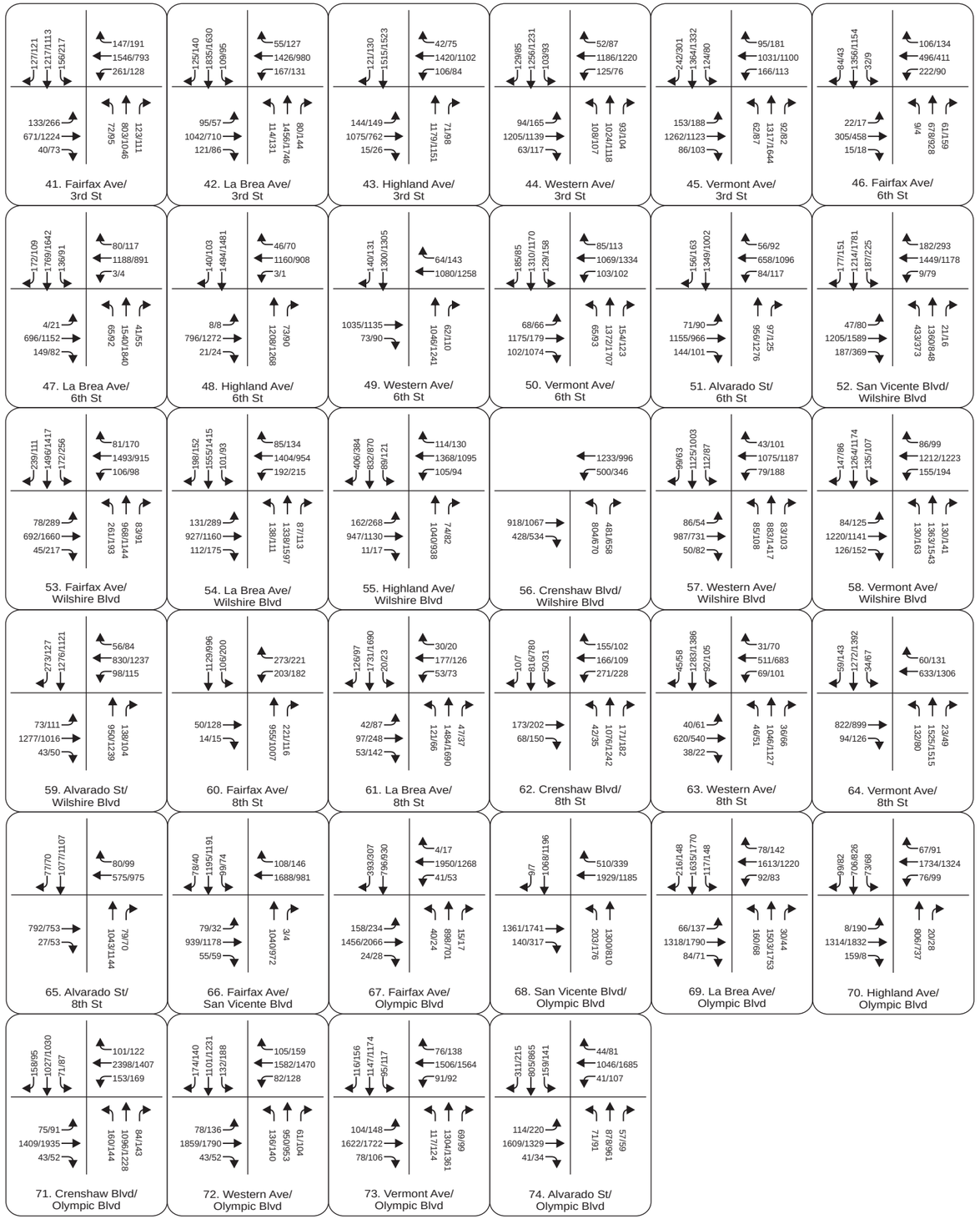

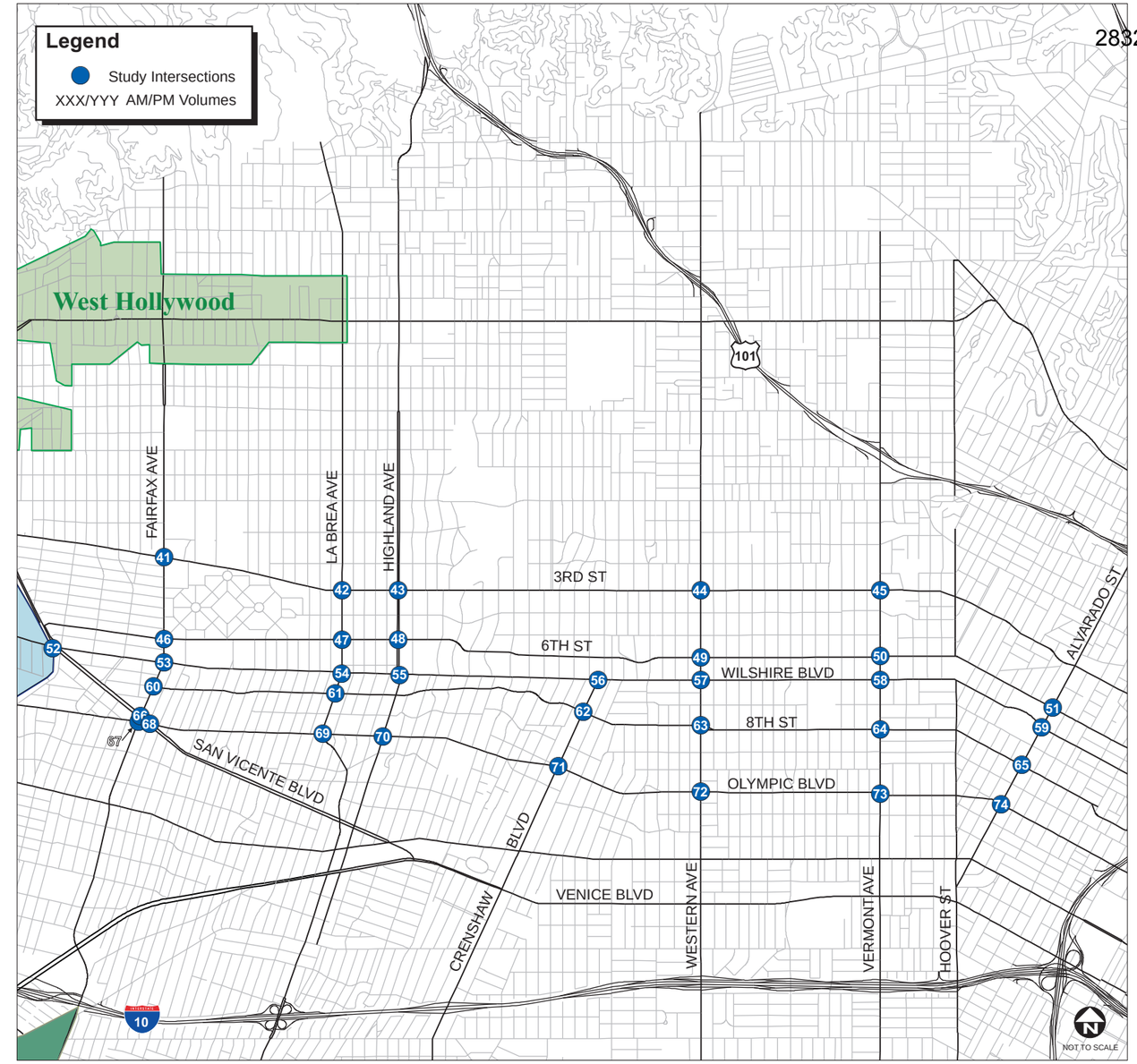

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Traffic Impact Analysis

FIGURE 7-4B
Year 2020 With Project Alternative A-1 Volumes

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TABLE 7-7: YEAR 2020 WITH PROJECT ALTERNATIVE A-1 PM PEAK HOUR INTERSECTION LOS

Intersection	2020 Without Project		2020 With Project Alternative A-1		Change in Delay	Threshold	Impact?
	Delay (sec)	LOS	Delay (sec)	LOS			
1. Veteran Ave/Sunset Blvd	38.2	D	34.5	C	-3.7	6.0	-
2. S Beverly Glen Blvd/Sunset Blvd	50.0	D	48.4	D	-1.6	4.0	-
3. N Beverly Glen Blvd/Sunset Blvd	43.6	D	43.2	D	-0.4	4.0	-
4. Centinela Ave/Wilshire Blvd	8.9	A	8.4	A	*	-	-
5. Bundy Dr/Wilshire Blvd	80.4	F	116.8	F	36.4	2.5	Yes
6. Barrington Ave/Wilshire Blvd	33.8	C	32.0	C	*	6.0	-
7. Federal Ave/Wilshire Blvd	49.9	D	47.2	D	*	4.0	-
8. Sepulveda Blvd/Wilshire Blvd	109.0[2]	F	105.2	F	*	2.5	-
9. Veteran Ave/Wilshire Blvd	126.6	F	111.2	F	*	2.5	-
10. Westwood Blvd/Wilshire Blvd	64.0	E	55.6	E	*	2.5	-
11. Beverly Glen Blvd/Wilshire Blvd	39.4	D	40.7	D	1.3	4.0	-
12. Comstock Ave/Wilshire Blvd	26.9	C	17.8	B	*	-	-
13. Santa Monica Blvd/Wilshire Blvd	112.5[1]	F	82.9	F	*	2.5	-
14. Centinela Ave/Santa Monica Blvd	17.5	B	17.2	B	-0.3	-	-
15. Bundy Dr/Santa Monica Blvd	16.1	B	16.2	B	0.1	-	-
16. Barrington Ave/Santa Monica Blvd	15.7	B	15.8	B	0.1	-	-
17. Federal Ave/Santa Monica Blvd	31.3	C	31.3	C	0.0	6.0	-
18. I-405 SB Ramps/Santa Monica Blvd	25.7	C	25.5	C	-0.2	6.0	-
19. I-405 NB Ramps/Santa Monica Blvd	48.5	D	48.9	D	0.4	4.0	-
20. Sepulveda Blvd/Santa Monica Blvd	44.6	D	44.4	D	-0.2	4.0	-
21. Veteran Ave/Santa Monica Blvd	63.5	E	64.3	E	0.8	2.5	-
22. Westwood Blvd/Santa Monica Blvd	91.3	F	90.6	F	-0.7	2.5	-
23. Overland Ave/Santa Monica Blvd	78.9	E	88.5	F	9.6	2.5	Yes
24. Beverly Glen Blvd/Santa Monica Blvd	53.8	D	54.2	D	0.4	4.0	-
25. Century Park W/Santa Monica Blvd	23.3	C	24.0	C	0.7	6.0	-
26. Ave of the Stars/Santa Monica Blvd	28.0	C	27.6	C	-0.4	6.0	-
27. Century Park E/Santa Monica Blvd	18.3	B	18.5	B	0.2	-	-
28. Bundy Dr/Olympic Blvd	77.9	E	75.5	E	-2.4	2.5	-
29. Barrington Ave/Olympic Blvd	56.7	E	56.3	E	-0.4	2.5	-
30. Sepulveda Blvd/Olympic Blvd	58.2	E	58.4	E	0.2	2.5	-
31. Veteran Ave/Olympic Blvd	15.0	B	14.2	B	-0.8	-	-
32. Westwood Blvd/Olympic Blvd	47.1[1]	D	48.6	D	1.5	4.0	-
33. Overland Ave/Olympic Blvd	69.1[1]	E	66.8	E	-2.3	2.5	-
34. Beverly Glen Blvd/Olympic Blvd	54.7	D	56.5	E	1.8	2.5	-
35. Century Park W/Olympic Blvd	20.9	C	21.5	C	0.6	6.0	-
36. Century Park E/Olympic Blvd	46.2	D	47.8	D	1.6	4.0	-
37. Sepulveda Blvd/Pico Blvd	73.8	E	74.9	E	1.1	2.5	-
38. Veteran Ave/Pico Blvd	24.9	C	20.6	C	-4.3	6.0	-
39. Westwood Blvd/Pico Blvd	77.3	E	80.3	F	3.0	2.5	Yes
40. Overland Ave/Pico Blvd	122.1	F	118.7	F	-3.4	2.5	-
41. Fairfax Ave/3rd St	47.3[1]	D	47.8	D	0.5	4.0	-
42. La Brea Ave/3rd St	27.4	C	28.8	C	1.4	6.0	-
43. Highland Ave/3rd St	34.5	C	33.3	C	-1.2	6.0	-
44. Western Ave/3rd St	56.6	E	55.0	E	-1.6	2.5	-
45. Vermont Ave/3rd St	45.4	D	45.5	D	0.1	4.0	-

46. Fairfax Ave/6th St	13.9	B	12.9	B	-1.0	-	-
47. La Brea Ave/6th St	96.1	F	95.6	F	-0.5	2.5	-
48. Highland Ave/6th St	23.4[1]	C	23.9	C	0.5	6.0	-
49. Western Ave/6th St	31.8	C	31.9	C	0.1	6.0	-
50. Vermont Ave/6th St	50.0	D	48.5	D	-1.5	4.0	-
51. Alvarado St/6th St	21.9	C	21.2	C	-0.7	6.0	-
52. San Vicente Blvd/Wilshire Blvd	127.9	F	103.1	F	*	2.5	-
53. Fairfax Ave/Wilshire Blvd	158.4	F	163.6	F	5.2	2.5	Yes
54. La Brea Ave/Wilshire Blvd	40.7	D	43.9	D	3.2	4.0	-
55. Highland Ave/Wilshire Blvd	40.9	D	38.4	D	*	4.0	-
56. Crenshaw Blvd/Wilshire Blvd	24.8	C	26.3	C	1.5	6.0	-
57. Western Ave/Wilshire Blvd	122.1[1]	F	97.7	F	*	2.5	-
58. Vermont Ave/Wilshire Blvd	77.6	E	68.5	E	*	2.5	-
59. Alvarado St/Wilshire Blvd	34.9	C	34.7	C	*	6.0	-
60. Fairfax Ave/8th St	15.1	B	17.5	B	2.4	-	-
61. La Brea Ave/8th St	11.4	B	12.2	B	0.8	-	-
62. Crenshaw Blvd/8th St	16.0	B	18.6	B	2.6	-	-
63. Western Ave/8th St	17.2	B	17.5	B	0.3	-	-
64. Vermont Ave/8th St	35.2	D	37.0	D	1.8	4.0	-
65. Alvarado St/8th St	14.7	B	14.8	B	0.1	-	-
66. Fairfax Ave/San Vicente Blvd	24.7	C	23.4	C	-1.3	6.0	-
67. Fairfax Ave/Olympic Blvd	67.4	E	85.2	F	17.8	2.5	Yes
68. San Vicente Blvd/Olympic Blvd	26.5	C	25.0	C	-1.5	6.0	-
69. La Brea Ave/Olympic Blvd	79.5	E	82.4	F	2.9	2.5	Yes
70. Highland Ave/Olympic Blvd	67.1	E	68.4	E	1.3	2.5	-
71. Crenshaw Blvd/Olympic Blvd	57.2	E	59.3	E	2.1	2.5	-
72. Western Ave/Olympic Blvd	53.8	D	53.6	D	-0.2	4.0	-
73. Vermont Ave/Olympic Blvd	70.2	E	71.0	E	0.8	2.5	-
74. Alvarado St/Olympic Blvd	37.8	D	37.6	D	-0.2	4.0	-

***** Average delay reduced, see explanation in "Analysis Methodology" section.

Notes:

HCM 2000 Operations Methodology

Delay = Average Vehicle Delay (Seconds), LOS = Level of Service

1 = Delay was revised to provide consistency with the modeling results presented in the technical appendices of the Draft EIR/EA that was circulated for public review in June 2010.

2 = Delay was revised from the results presented in the technical appendices of the Draft EIR/EA to include the addition of a second northbound and southbound left-turn lane at this intersection as a result of the I-405 HOV Lane project.

As shown in **Tables 7-6** and **7-7**, the following 13 intersections are forecast to be significantly impacted in year 2020 with Project Alternative A-1 conditions:

- Veteran Avenue/Sunset Boulevard (a.m. peak hour);
- Bundy Drive/Wilshire Boulevard (a.m. and p.m. peak hours);
- Barrington Avenue/Wilshire Boulevard (a.m. peak hour);
- Westwood Boulevard/Santa Monica Boulevard (a.m. peak hour);
- Overland Avenue/Santa Monica Boulevard (p.m. peak hour);
- Bundy Drive/Olympic Boulevard (a.m. peak hour);
- Westwood Boulevard/Pico Boulevard (a.m. and p.m. peak hours);
- Overland Avenue/Pico Boulevard (a.m. peak hour);
- Fairfax Avenue/Wilshire Boulevard (a.m. and p.m. peak hours);
- La Brea Avenue/Wilshire Boulevard (a.m. peak hour);
- Fairfax Avenue/Olympic Boulevard (a.m. and p.m. peak hours);
- La Brea Avenue/Olympic Boulevard (a.m. and p.m. peak hours); and
- Crenshaw Boulevard/Olympic Boulevard (a.m. peak hour).

7.5 Year 2020 With Project Alternative A-2 Levels of Service

Year 2020 with Project Alternative A-2 peak hour volumes are shown in **Figure 7-5**. A level of service analysis was conducted to evaluate year 2020 with Project Alternative A-2 intersection operations. Detailed level of service calculation sheets can be found in **Appendix B**. **Table 7-8** presents the year 2020 with Project Alternative A-2 intersection operating conditions for the a.m. peak hour at the 74 study intersections.

Table 7-8: Year 2020 With Project Alternative A-2 AM Peak Hour Intersection LOS

Intersection	2020 Without Project		2020 With Project Alternative A-2		Change in Delay	Threshold	Impact?
	Delay (sec)	LOS	Delay (sec)	LOS			
1. Veteran Ave/Sunset Blvd	103.4	F	96.5	F	-6.9	2.5	-
2. S Beverly Glen Blvd/Sunset Blvd	26.8	C	29.6	C	2.8	6.0	-
3. N Beverly Glen Blvd/Sunset Blvd	147.8[1]	F	144.7	F	-3.1	2.5	-
4. Centinela Ave/Wilshire Blvd	8.3	A	7.6	A	*	-	-
5. Bundy Dr/Wilshire Blvd	63.7	E	49.5	D	*	4.0	-
6. Barrington Ave/Wilshire Blvd	38.1	D	41.0	D	2.9	4.0	-
7. Federal Ave/Wilshire Blvd	68.4	E	68.1	E	-0.5	2.5	-
8. Sepulveda Blvd/Wilshire Blvd	186.0[2]	F	187.7	F	1.7	2.5	-
9. Veteran Ave/Wilshire Blvd	243.7	F	244.1	F	0.4	2.5	-
10. Westwood Blvd/Wilshire Blvd	75.2	E	47.9	D	*	4.0	-
11. Beverly Glen Blvd/Wilshire Blvd	36.1	D	32.2	C	*	6.0	-
12. Comstock Ave/Wilshire Blvd	23.3	C	19.4	B	*	-	-
13. Santa Monica Blvd/Wilshire Blvd	92.0[1]	F	88.7	F	*	2.5	-
14. Centinela Ave/Santa Monica Blvd	15.7	B	16.3	B	0.6	-	-
15. Bundy Dr/Santa Monica Blvd	17.0	B	17.0	B	0.0	-	-
16. Barrington Ave/Santa Monica Blvd	17.1	B	17.5	B	0.4	-	-
17. Federal Ave/Santa Monica Blvd	28.5	C	28.2	C	-0.3	6.0	-

18. I-405 SB Ramps/Santa Monica Blvd	26.9	C	26.7	C	-0.2	6.0	-
19. I-405 NB Ramps/Santa Monica Blvd	48.0	D	47.9	D	-0.1	4.0	-
20. Sepulveda Blvd/Santa Monica Blvd	39.9	D	42.2	D	2.3	4.0	-
21. Veteran Ave/Santa Monica Blvd	21.7	C	21.3	C	-0.4	6.0	-
22. Westwood Blvd/Santa Monica Blvd	122.2	F	118.9	F	-3.3	2.5	-
23. Overland Ave/Santa Monica Blvd	32.8	C	32.9	C	0.1	6.0	-
24. Beverly Glen Blvd/Santa Monica Blvd	63.2	E	60.9	E	-2.3	2.5	-
25. Century Park W/Santa Monica Blvd	20.9	C	21.1	C	0.2	6.0	-
26. Ave of the Stars/Santa Monica Blvd	47.3	D	45.0	D	-2.3	4.0	-
27. Century Park E/Santa Monica Blvd	29.0	C	29.1	C	0.1	6.0	-
28. Bundy Dr/Olympic Blvd	100.3	F	104.5	F	4.2	2.5	Yes
29. Barrington Ave/Olympic Blvd	52.5	D	54.0	D	1.5	4.0	-
30. Sepulveda Blvd/Olympic Blvd	34.6	C	36.5	D	1.9	4.0	-
31. Veteran Ave/Olympic Blvd	22.7	C	23.4	C	0.7	6.0	-
32. Westwood Blvd/Olympic Blvd	41.3	D	42.7	D	1.4	4.0	-
33. Overland Ave/Olympic Blvd	40.1	D	40.7	D	0.6	4.0	-
34. Beverly Glen Blvd/Olympic Blvd	69.0	E	69.5	E	0.5	2.5	-
35. Century Park W/Olympic Blvd	15.2	B	15.5	B	0.3	-	-
36. Century Park E/Olympic Blvd	41.7	D	41.8	D	0.1	4.0	-
37. Sepulveda Blvd/Pico Blvd	54.4	D	54.6	D	0.2	4.0	-
38. Veteran Ave/Pico Blvd	11.0	B	19.3	B	8.3	-	-
39. Westwood Blvd/Pico Blvd	39.6	D	39.7	D	0.1	4.0	-
40. Overland Ave/Pico Blvd	62.8	E	67.1	E	4.3	2.5	Yes
41. Fairfax Ave/3rd St	79.0[1]	E	77.1	E	-1.9	2.5	-
42. La Brea Ave/3rd St	34.8	C	35.5	D	0.7	4.0	-
43. Highland Ave/3rd St	74.2	E	74.2	E	0.0	2.5	-
44. Western Ave/3rd St	49.7	D	52.6	D	2.9	4.0	-
45. Vermont Ave/3rd St	46.3	D	46.9	D	0.6	4.0	-
46. Fairfax Ave/6th St	16.1	B	15.8	B	-0.3	-	-
47. La Brea Ave/6th St	71.2	E	72.6	E	1.4	2.5	-
48. Highland Ave/6th St	22.2	C	20.2	C	-2.0	6.0	-
49. Western Ave/6th St	27.9	C	28.0	C	0.1	6.0	-
50. Vermont Ave/6th St	42.8	D	43.4	D	0.6	4.0	-
51. Alvarado St/6th St	18.6	B	18.6	B	0.0	-	-
52. San Vicente Blvd/Wilshire Blvd	81.5	F	83.9	F	2.4	2.5	-
53. Fairfax Ave/Wilshire Blvd	111.2	F	132.9	F	21.7	2.5	Yes
54. La Brea Ave/Wilshire Blvd	39.0	D	49.6	D	10.6	4.0	Yes
55. Highland Ave/Wilshire Blvd	48.2	D	48.0	D	*	4.0	-
56. Crenshaw Blvd/Wilshire Blvd	37.4	D	39.3	D	1.9	4.0	-
57. Western Ave/Wilshire Blvd	67.2[1]	E	60.3	E	*	2.5	-
58. Vermont Ave/Wilshire Blvd	72.5	E	68.0	E	*	2.5	-
59. Alvarado St/Wilshire Blvd	22.9	C	22.8	C	*	6.0	-
60. Fairfax Ave/8th St	12.5	B	13.8	B	1.3	-	-
61. La Brea Ave/8th St	10.1	B	12.2	B	2.1	-	-
62. Crenshaw Blvd/8th St	15.7	B	14.2	B	-1.5	-	-
63. Western Ave/8th St	16.4	B	16.7	B	0.3	-	-
64. Vermont Ave/8th St	24.7	C	24.9	C	0.2	6.0	-
65. Alvarado St/8th St	13.9	B	14.1	B	0.2	-	-
66. Fairfax Ave/San Vicente Blvd	32.4	C	32.6	C	0.2	6.0	-
67. Fairfax Ave/Olympic Blvd	35.0	D	41.5	D	6.5	4.0	Yes
68. San Vicente Blvd/Olympic Blvd	28.3	C	30.3	C	2.0	6.0	-
69. La Brea Ave/Olympic Blvd	53.7	D	58.2	E	4.5	2.5	Yes
70. Highland Ave/Olympic Blvd	50.7	D	48.8	D	-1.9	4.0	-
71. Crenshaw Blvd/Olympic Blvd	73.5	E	79.4	E	5.9	2.5	Yes

72. Western Ave/Olympic Blvd	37.4	D	40.3	D	2.9	4.0	-
73. Vermont Ave/Olympic Blvd	39.8	D	40.6	D	0.8	4.0	-
74. Alvarado St/Olympic Blvd	29.9	C	32.1	C	2.2	6.0	-

* Average delay reduced, see explanation in "Analysis Methodology" section.
Notes:
HCM 2000 Operations Methodology
Delay = Average Vehicle Delay (Seconds), LOS = Level of Service
1 = Delay was revised to provide consistency with the modeling results presented in the technical appendices of the Draft EIR/EA that was circulated for public review in June 2010.
2 = Delay was revised from the results presented in the technical appendices of the Draft EIR/EA to include the addition of a second northbound and southbound left-turn lane at this intersection as a result of the I-405 HOV Lane project.

Table 7-9 presents the year 2020 with Project Alternative A-2 intersection operating conditions for the p.m. peak hour at the 74 study intersections.

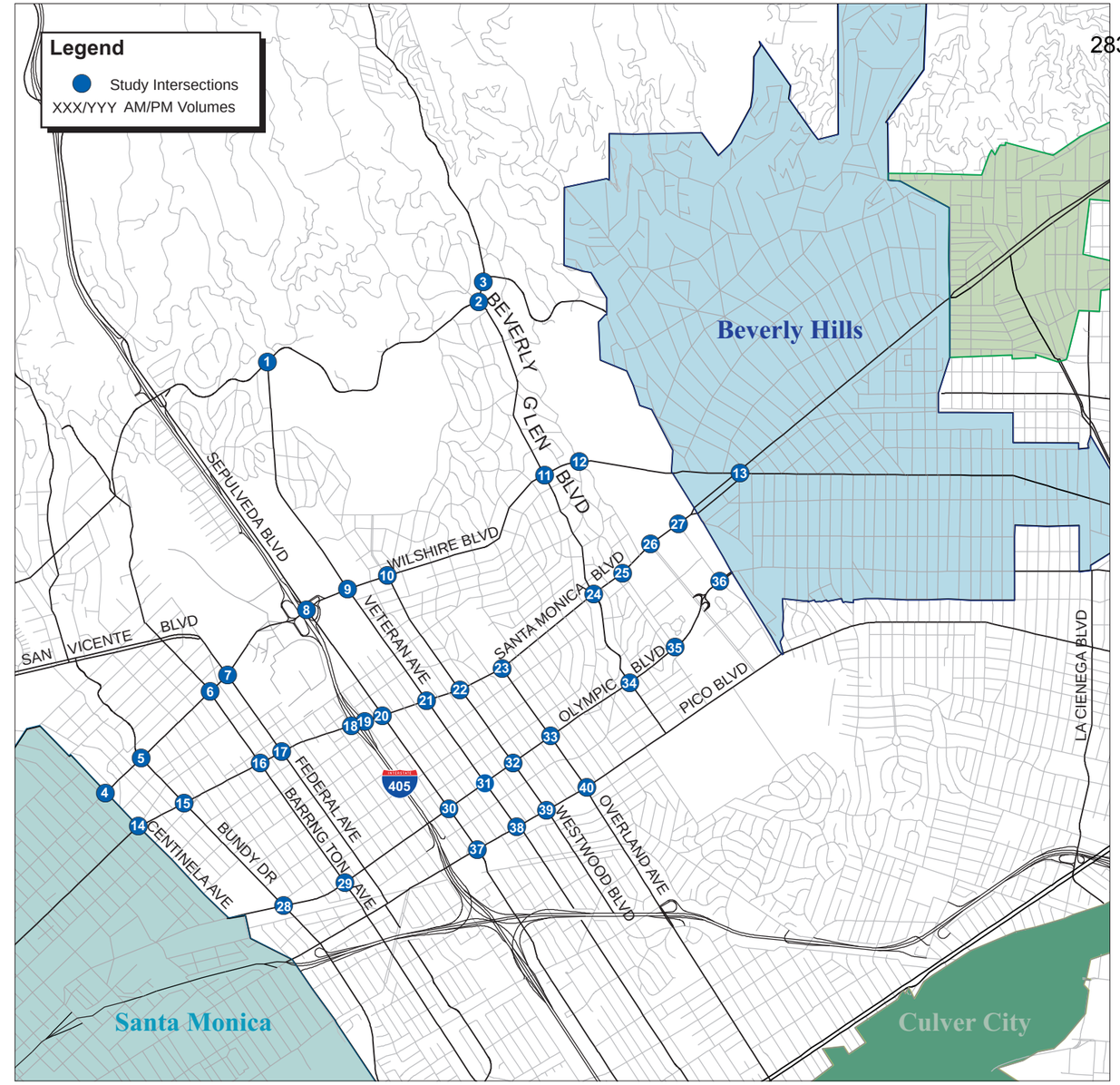

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FIGURE 7-5A
Year 2020 With Project Alternative A-2 Volumes

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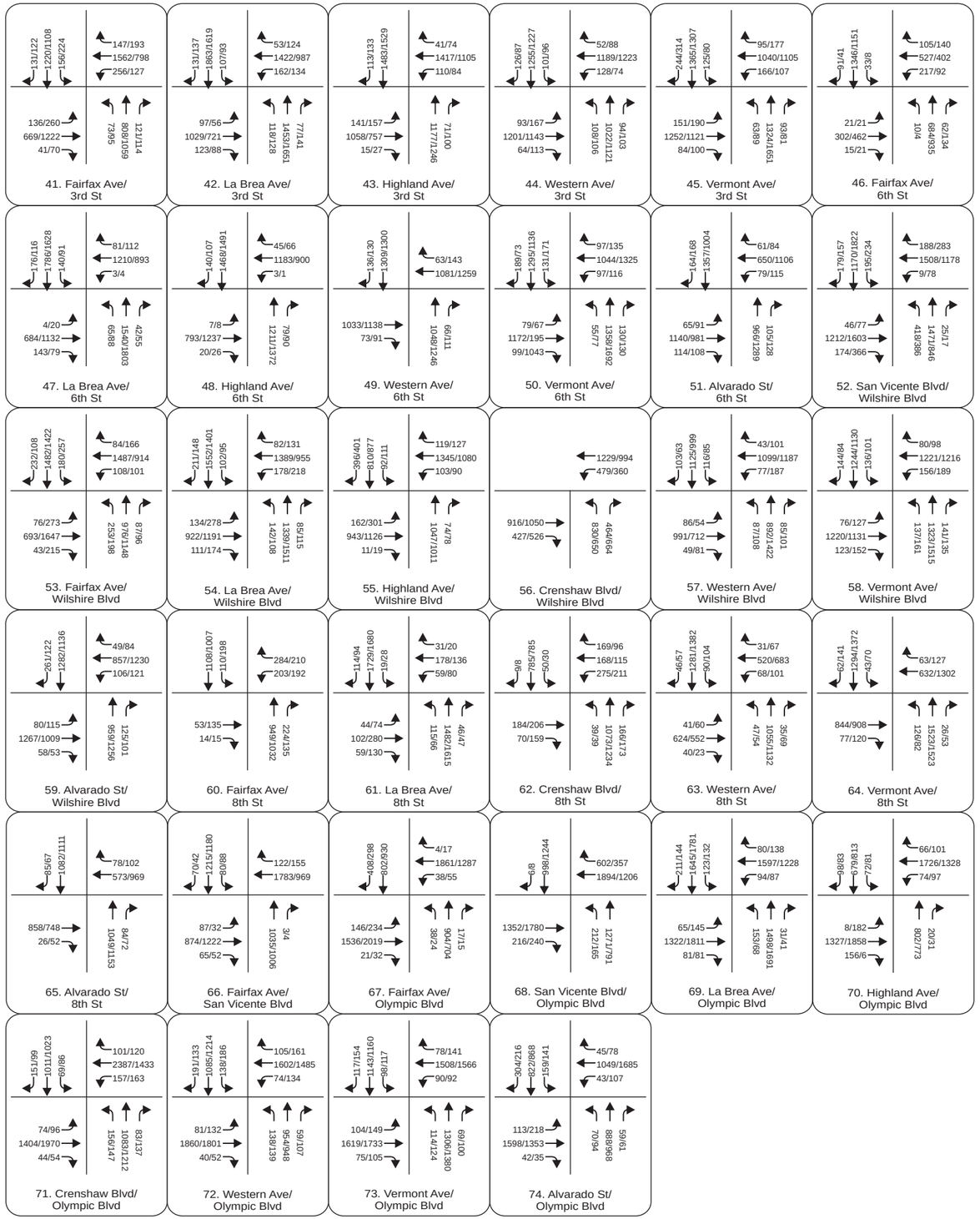

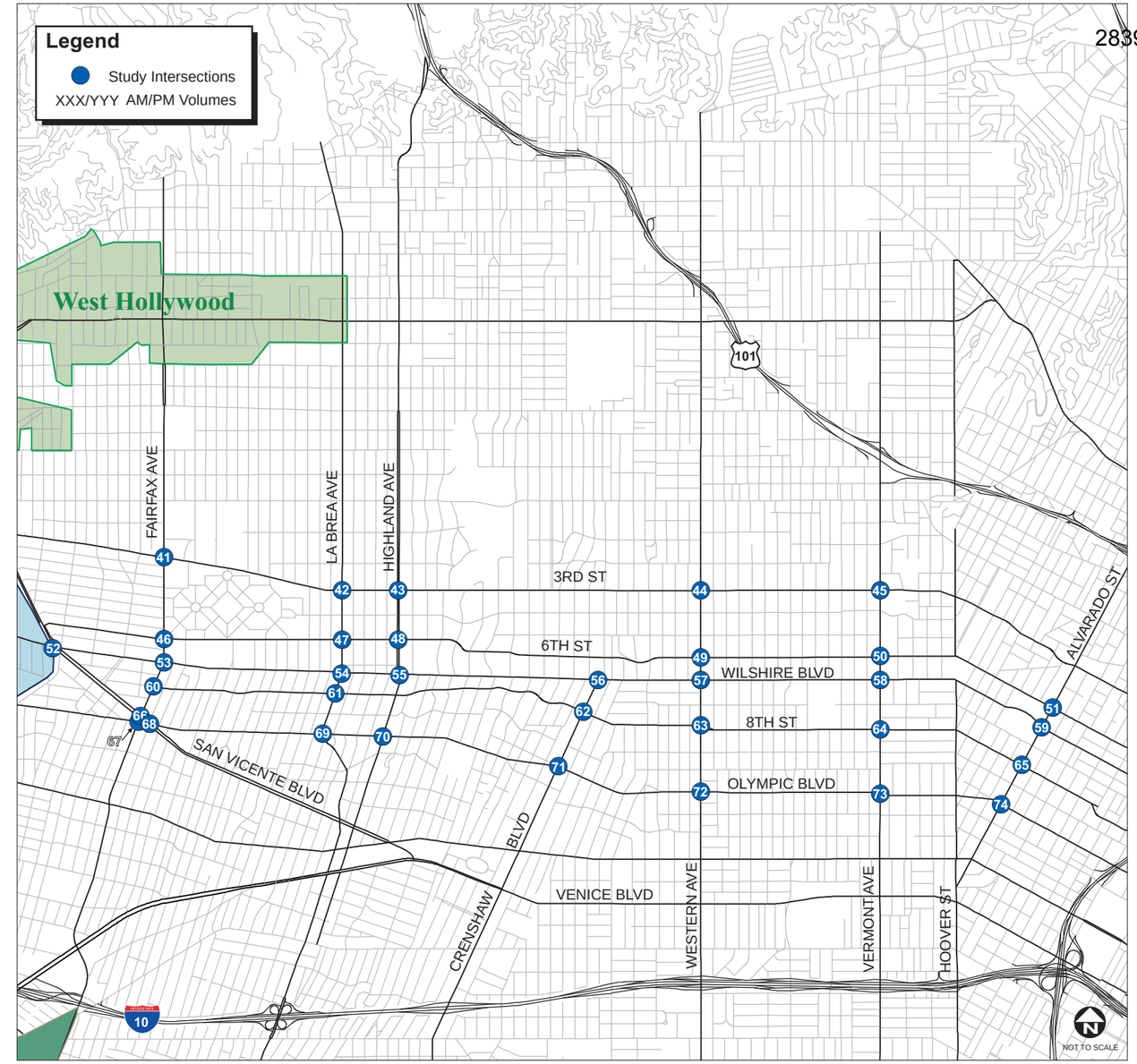

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FIGURE 7-5B
Year 2020 With Project Alternative A-2 Volumes

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TABLE 7-9: YEAR 2020 WITH PROJECT ALTERNATIVE A-2 PM PEAK HOUR INTERSECTION LOS

Intersection	2020 Without Project		2020 With Project Alternative A-2		Change in Delay	Threshold	Impact?
	Delay (sec)	LOS	Delay (sec)	LOS			
1. Veteran Ave/Sunset Blvd	38.2	D	42.1	D	3.9	4.0	-
2. S Beverly Glen Blvd/Sunset Blvd	50.0	D	48.1	D	-1.9	4.0	-
3. N Beverly Glen Blvd/Sunset Blvd	43.6	D	44.7	D	1.1	4.0	-
4. Centinela Ave/Wilshire Blvd	8.9	A	8.1	A	*	-	-
5. Bundy Dr/Wilshire Blvd	80.4	F	74.5	F	*	2.5	-
6. Barrington Ave/Wilshire Blvd	33.8	C	34.7	C	0.9	6.0	-
7. Federal Ave/Wilshire Blvd	49.9	D	49.8	D	*	4.0	-
8. Sepulveda Blvd/Wilshire Blvd	109.0[2]	F	108.2	F	*	2.5	-
9. Veteran Ave/Wilshire Blvd	126.6	F	123.2	F	*	2.5	-
10. Westwood Blvd/Wilshire Blvd	64.0	E	53.1	D	*	4.0	-
11. Beverly Glen Blvd/Wilshire Blvd	39.4	D	37.4	D	*	4.0	-
12. Comstock Ave/Wilshire Blvd	26.9	C	22.3	C	*	6.0	-
13. Santa Monica Blvd/Wilshire Blvd	112.5[1]	F	99.1	F	*	2.5	-
14. Centinela Ave/Santa Monica Blvd	17.5	B	17.1	B	-0.4	-	-
15. Bundy Dr/Santa Monica Blvd	16.1	B	16.1	B	0.0	-	-
16. Barrington Ave/Santa Monica Blvd	15.7	B	16.0	B	0.3	-	-
17. Federal Ave/Santa Monica Blvd	31.3	C	31.6	C	0.3	6.0	-
18. I-405 SB Ramps/Santa Monica Blvd	25.7	C	25.7	C	0.0	6.0	-
19. I-405 NB Ramps/Santa Monica Blvd	48.5	D	49.0	D	0.5	4.0	-
20. Sepulveda Blvd/Santa Monica Blvd	44.6	D	44.8	D	0.2	4.0	-
21. Veteran Ave/Santa Monica Blvd	63.5	E	63.8	E	0.3	2.5	-
22. Westwood Blvd/Santa Monica Blvd	91.3	F	90.1	F	-1.2	2.5	-
23. Overland Ave/Santa Monica Blvd	78.9	E	80.6	F	1.7	2.5	-
24. Beverly Glen Blvd/Santa Monica Blvd	53.8	D	52.4	D	-1.4	4.0	-
25. Century Park W/Santa Monica Blvd	23.3	C	23.5	C	0.2	6.0	-
26. Ave of the Stars/Santa Monica Blvd	28.0	C	27.1	C	-0.9	6.0	-
27. Century Park E/Santa Monica Blvd	18.3	B	17.8	B	-0.5	-	-
28. Bundy Dr/Olympic Blvd	77.9	E	77.4	E	-0.5	2.5	-
29. Barrington Ave/Olympic Blvd	56.7	E	56.2	E	-0.5	2.5	-
30. Sepulveda Blvd/Olympic Blvd	58.2	E	55.9	E	-2.3	2.5	-
31. Veteran Ave/Olympic Blvd	15.0	B	18.3	B	3.3	-	-
32. Westwood Blvd/Olympic Blvd	47.1[1]	D	47.4	D	0.3	4.0	-
33. Overland Ave/Olympic Blvd	69.1[1]	E	65.6	E	-3.5	2.5	-
34. Beverly Glen Blvd/Olympic Blvd	54.7	D	53.1	D	-1.6	4.0	-
35. Century Park W/Olympic Blvd	20.9	C	20.9	C	0.0	6.0	-
36. Century Park E/Olympic Blvd	46.2	D	44.9	D	-1.3	4.0	-
37. Sepulveda Blvd/Pico Blvd	73.8	E	72.7	E	-1.1	2.5	-
38. Veteran Ave/Pico Blvd	24.9	C	20.2	C	-4.7	6.0	-
39. Westwood Blvd/Pico Blvd	77.3	E	76.7	E	-0.6	2.5	-
40. Overland Ave/Pico Blvd	122.1	F	122.3	F	0.2	2.5	-
41. Fairfax Ave/3rd St	47.3[1]	D	49.0	D	1.7	4.0	-
42. La Brea Ave/3rd St	27.4	C	28.3	C	0.9	6.0	-
43. Highland Ave/3rd St	34.5	C	34.7	C	0.2	6.0	-
44. Western Ave/3rd St	56.6	E	55.6	E	-1.0	2.5	-
45. Vermont Ave/3rd St	45.4	D	45.6	D	0.2	4.0	-

46. Fairfax Ave/6th St	13.9	B	13.1	B	-0.8	-	-
47. La Brea Ave/6th St	96.1	F	86.3	F	-9.8	2.5	-
48. Highland Ave/6th St	23.4[1]	C	24.3	C	0.9	6.0	-
49. Western Ave/6th St	31.8	C	32.1	C	0.3	6.0	-
50. Vermont Ave/6th St	50.0	D	51.6	D	1.6	4.0	-
51. Alvarado St/6th St	21.9	C	21.5	C	-0.4	6.0	-
52. San Vicente Blvd/Wilshire Blvd	127.9	F	106.4	F	*	2.5	-
53. Fairfax Ave/Wilshire Blvd	158.4	F	162.0	F	3.6	2.5	Yes
54. La Brea Ave/Wilshire Blvd	40.7	D	41.5	D	0.8	4.0	-
55. Highland Ave/Wilshire Blvd	40.9	D	42.2	D	1.3	4.0	-
56. Crenshaw Blvd/Wilshire Blvd	24.8	C	26.3	C	1.5	6.0	-
57. Western Ave/Wilshire Blvd	122.1[1]	F	98.3	F	*	2.5	-
58. Vermont Ave/Wilshire Blvd	77.6	E	64.2	E	*	2.5	-
59. Alvarado St/Wilshire Blvd	34.9	C	36.3	D	1.4	4.0	-
60. Fairfax Ave/8th St	15.1	B	20.6	C	5.5	6.0	-
61. La Brea Ave/8th St	11.4	B	13.3	B	1.9	-	-
62. Crenshaw Blvd/8th St	16.0	B	17.1	B	1.1	-	-
63. Western Ave/8th St	17.2	B	17.6	B	0.4	-	-
64. Vermont Ave/8th St	35.2	D	37.1	D	1.9	4.0	-
65. Alvarado St/8th St	14.7	B	14.7	B	0.0	-	-
66. Fairfax Ave/San Vicente Blvd	24.7	C	24.6	C	-0.1	6.0	-
67. Fairfax Ave/Olympic Blvd	67.4	E	82.6	F	15.2	2.5	Yes
68. San Vicente Blvd/Olympic Blvd	26.5	C	26.5	C	0.0	6.0	-
69. La Brea Ave/Olympic Blvd	79.5	E	82.5	F	3.0	2.5	Yes
70. Highland Ave/Olympic Blvd	67.1	E	68.5	E	1.4	2.5	-
71. Crenshaw Blvd/Olympic Blvd	57.2	E	59.7	E	2.5	2.5	Yes
72. Western Ave/Olympic Blvd	53.8	D	53.8	D	0.0	4.0	-
73. Vermont Ave/Olympic Blvd	70.2	E	72.2	E	2.0	2.5	-
74. Alvarado St/Olympic Blvd	37.8	D	37.8	D	0.0	4.0	-

***** Average delay reduced, see explanation in "Analysis Methodology" section.
Notes:
HCM 2000 Operations Methodology
Delay = Average Vehicle Delay (Seconds), LOS = Level of Service
1 = Delay was revised to provide consistency with the modeling results presented in the technical appendices of the Draft EIR/EA that was circulated for public review in June 2010.
2 = Delay was revised from the results presented in the technical appendices of the Draft EIR/EA to include the addition of a second northbound and southbound left-turn lane at this intersection as a result of the I-405 HOV Lane project.

As shown in **Tables 7-8** and **7-9**, the following 7 intersections are forecast to be significantly impacted in year 2020 with Project Alternative A-2 conditions:

- Bundy Drive/Olympic Boulevard (a.m. peak hour);
- Overland Avenue/Pico Boulevard (a.m. peak hour);
- Fairfax Avenue/Wilshire Boulevard (a.m. and p.m. peak hours);
- La Brea Avenue/Wilshire Boulevard (a.m. peak hour);
- Fairfax Avenue/Olympic Boulevard (a.m. and p.m. peak hours);
- La Brea Avenue/Olympic Boulevard (a.m. and p.m. peak hours); and
- Crenshaw Boulevard/Olympic Boulevard (a.m. and p.m. peak hours).

8.0 BUS LANE TRANSITION LOCATIONS

Along the Wilshire Boulevard BRT route, LACMTA buses will transition into and out of mixed-flow travel lanes at certain locations, depending on downstream roadway capacity changes and jurisdictional boundaries. This section describes these locations and recommendations to provide a smooth transition between buses and mixed-flow traffic. These locations vary between the Proposed Project and the three project alternatives, and are discussed below. At each of these locations, it is proposed that signage such as fixed message signs or Changeable Message Signs (CMS) be installed.

8.1 PROPOSED PROJECT CONDITIONS

The following summarizes the transitional locations along the BRT route in the eastbound direction under Proposed Project conditions:

- Between the I-405 Northbound Off-ramps and Veteran Avenue, mixed-flow capacity will drop from four lanes to three lanes as the bus lane occupies the curb lane. It is proposed that appropriate signage be installed along Wilshire Boulevard in the vicinity of Veteran Avenue to inform motorists of bus lane operation during peak hours.
- At Comstock Avenue, the mixed-flow capacity will drop from three lanes of traffic west of Comstock Avenue to two lanes of traffic east of Comstock Avenue. Along the curb lane east of Comstock Avenue, a transition area of approximately 300 feet will be provided to allow through traffic to exit the bus lane. It is proposed that appropriate signage be installed along Wilshire Boulevard near Comstock Avenue to inform motorists of bus lane operation during peak hours.
- 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 will remain at the Whittier Drive/Merv Griffin Way intersection. The Proposed Project will not reduce capacity at this intersection, nor will the number of queued vehicles increase. However, the length of queues may increase because vehicles will be traveling in two lanes instead of three as they enter the City of Beverly Hills.
- East of San Vicente Boulevard (City of Beverly Hills boundary), a transition area of approximately 300 feet will be provided to allow through traffic to exit the bus lane. It is proposed that appropriate signage be installed along Wilshire Boulevard near San Vicente Boulevard to inform motorists of bus lane operation during peak hours.
- At Park View Street, the mixed-flow capacity will drop from two lanes of traffic west of Park View Street to one lane of traffic east of Park View Street. It is proposed that appropriate signage be installed along Wilshire Boulevard near Park View Street to inform motorists of bus lane operation during peak hours

The following summarizes the transitional locations along the peak hour bus lane route in the westbound direction under Proposed Project conditions:

- At Valencia Street, mixed-flow capacity will drop from two lanes to one lane as the bus lane occupies the curb lane. It is proposed that appropriate signage be installed along Wilshire Boulevard in the vicinity of Valencia Street to inform motorists of bus lane operation during peak hours.

- At the western City of Beverly Hills boundary, the mixed-flow capacity will drop from three lanes of traffic to two lanes of traffic as the bus lane occupies the curb lane. It is proposed that appropriate signage be installed along Wilshire Boulevard west of the City of Beverly Hills boundary to inform motorists of bus lane operation during peak hours.
- Between Federal Avenue and Barrington Avenue, the curb lane will be used as a bus as well as right-turn only lane along the entire segment. It is proposed that appropriate signage be installed along Wilshire Boulevard west of the Federal Avenue to inform motorists of bus lane operation during peak hours.

8.2 Project Alternative A Conditions

Under Project Alternative A conditions, the following summarizes the transitional locations along the peak hour bus lane route in the eastbound direction:

- East of Veteran Avenue, mixed-flow capacity will drop from four lanes to three lanes as the bus lane occupies the curb lane. It is proposed that appropriate signage be installed along Wilshire Boulevard in the vicinity of Veteran Avenue to inform motorists of bus lane operation during peak hours.
- At Glendon Avenue, the mixed-flow capacity will drop from three lanes of traffic west of Glendon Avenue to two lanes of traffic east at Malcolm Avenue. It is proposed that appropriate signage be installed along Wilshire Boulevard east of Glendon Avenue to inform motorists of bus lane operation during peak hours.
- 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 will remain at the Whittier Drive/Merv Griffin Way intersection. The Project Alternative A will not reduce capacity at this intersection, nor will the number of queued vehicles increase. However, the length of queues might increase because vehicles will be traveling in two lanes instead of three as they enter the City of Beverly Hills.
- East of San Vicente Boulevard (City of Beverly Hills boundary), a transition area of approximately 300 feet will be provided to allow through traffic to exit the bus lane. It is proposed that appropriate signage be installed along Wilshire Boulevard east of San Vicente Boulevard to inform motorists of bus lane operation during peak hours.

The following summarizes the transitional locations along the peak hour bus lane route in the westbound direction under Project Alternative A conditions:

- At South Park View Street, it is proposed that appropriate signage be installed along Wilshire Boulevard to inform motorists of bus lane operation during peak hours.
- At the western City of Beverly Hills boundary, the mixed-flow capacity will drop from three lanes of traffic to two lanes of traffic as the bus lane occupies the curb lane. It is proposed that appropriate signage be installed along Wilshire Boulevard west of the City of Beverly Hills boundary to inform motorists of bus lane operation during peak hours.
- Between Federal Avenue and Barrington Avenue, the curb lane will be used as a bus as well as right-turn only lane along the entire segment. It is proposed that appropriate signage be

installed along Wilshire Boulevard west of Federal Avenue to inform motorists of bus lane operation during peak hours.

8.3 Project Alternative A-1 Conditions

Under Project Alternative A-1 conditions, the following summarizes the transitional locations along the peak hour bus lane route in the eastbound direction:

- East of Veteran Avenue, mixed-flow capacity will drop from four lanes to three lanes as the bus lane occupies the curb lane. It is proposed that appropriate signage be installed along Wilshire Boulevard in the vicinity of Veteran Avenue to inform motorists of bus lane operation during peak hours.
- At Glendon Avenue, the roadway capacity will drop from three lanes of mixed-flow traffic and a bus lane west of Glendon Avenue to three lanes of mixed-flow traffic east at Malcolm Avenue, with truncation of the bus lane. Therefore, buses traveling in the bus lane west of Glendon Avenue will merge into mixed-flow traffic east of Glendon Avenue. This situation is similar to current conditions, in which all traffic in the curb lane must merge from four lanes into three at this point. Therefore, no transitions problems are anticipated.
- 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 will remain at the Whittier Drive/Merv Griffin Way intersection. The Project Alternative A-1 will not reduce capacity at this intersection, nor will the number of queued vehicles increase. However, the length of queues might increase because vehicles will be traveling in two lanes instead of three as they enter the City of Beverly Hills.
- East of San Vicente Boulevard (City of Beverly Hills boundary), a transition area of approximately 300 feet will be provided to allow through traffic to exit the bus lane. It is proposed that appropriate signage be installed along Wilshire Boulevard east of San Vicente Boulevard to inform motorists of bus lane operation during peak hours.

The following summarizes the transitional locations along the peak hour bus lane route in the westbound direction under Project Alternative A-1 conditions:

- At South Park View Street, it is proposed that appropriate signage be installed along Wilshire Boulevard to inform motorists of bus lane operation during peak hours.
- At the western City of Beverly Hills boundary, the mixed-flow capacity will drop from three lanes of traffic to two lanes of traffic as the bus lane occupies the curb lane. It is proposed that appropriate signage be installed along Wilshire Boulevard west of the City of Beverly Hills boundary to inform motorists of bus lane operation during peak hours.
- At Comstock Avenue, the mixed-flow capacity will increase from two lanes east of Comstock Avenue to three lanes west of Comstock Avenue. Therefore, no transitions problems are anticipated.
- Near Malcolm Avenue, the mixed-flow capacity of three lanes will remain unchanged from east of Malcolm Avenue to west of Malcolm Avenue. Since the westernmost jut-out is just west of Malcolm Avenue, the bus lane will occupy the additional traffic lane adjacent to the curb lane that begins west of the jut-outs.

- Between Federal Avenue and Barrington Avenue, the curb lane will be used as a bus as well as right-turn only lane along the entire segment. It is proposed that appropriate signage be installed along Wilshire Boulevard west of Federal Avenue to inform motorists of bus lane operation during peak hours.

8.4 PROJECT ALTERNATIVE A-2 CONDITIONS

Under Project Alternative A-2 conditions, the following summarizes the transitional locations along the peak hour bus lane route in the eastbound direction:

- East of San Vicente Boulevard (City of Beverly Hills boundary), a transition area of approximately 300 feet will be provided to allow through traffic to exit the bus lane. It is proposed that appropriate signage be installed along Wilshire Boulevard east of San Vicente Boulevard to inform motorists of bus lane operation during peak hours.

The following summarizes the transitional locations along the peak hour bus lane route in the westbound direction under Project Alternative A-2 conditions:

- At South Park View Street, it is proposed that appropriate signage be installed along Wilshire Boulevard to inform motorists of bus lane operation during peak hours.

9.0 MITIGATION MEASURES

At intersections at which the Proposed Project or any of the project alternatives have a significant impact on traffic operations, mitigation measures have been identified to improve traffic operations and reduce the impact to a level considered less than significant. These mitigation measures generally fall into the following categories:

- Reduction in the project scope—By eliminating the bus lane at certain locations and allowing other through vehicles into the curb lane, the project impact may be eliminated.
- Traffic signal phasing modifications—By adding “protected” left-turn phasing (a left-turn arrow) or “protected plus permitted” left-turn phasing (a left-turn arrow, and left turners can also turn on green) for heavy turning movements, traffic operations can be improved and delay reduced, and the project impact may be eliminated.
- Additional turn lanes—By providing an additional turn lane for heavy left-turn or right-turn movements, traffic operations can be improved and delay reduced, and the project impact may be eliminated.
- Traffic signal upgrades—The traffic signals at many of the intersections within the City of Los Angeles currently operate using older Type 170 traffic signal controllers. Newer Model 2070 controllers provide for enhanced and real-time operation of the traffic signal timing. Type 2070 controllers allow LADOT to provide instant adjustments to the signal’s timing parameters based on real-time traffic conditions. The upgrade of the controllers, when supplemented by the installation of strategically placed closed-circuit television (CCTV) cameras and additional vehicle detector loops, can reduce delay at the intersection. These traffic signal hardware upgrades are needed to provide for enhanced operation of the City’s Automated Traffic Surveillance and

Control System (ATSAC) signal system, and to allow LADOT to manage traffic in direct response to real-time traffic flow. The strategic placement of a CCTV camera affords LADOT the ability to monitor vehicles and buses, and to respond to incidents that cause excessive delays. If an impact is identified at one intersection, signal upgrades at other intersections in the immediate vicinity may also improve operations and reduce delay at the impacted intersection by improving overall traffic flow. The expected benefit to traffic flow is a reduction of the volume-to-capacity (V/C) ratio at the impacted intersection of 0.01, which corresponds to a 2.5 second reduction in overall intersection delay, as explained in Section 3.1.

- Traffic control system upgrades—The traffic signals at many of the intersections within the City of Los Angeles currently operate as part of the ATSAC system. The Adaptive Traffic Control System (ATCS) is a personal computer based program that provides a fully-responsive method to accommodate real-time (actual) traffic conditions. ATCS is designed to further enhance the existing ATSAC system, but goes beyond the limitations of ATSAC to provide a traffic adaptive system of control.

  Studies show that the current ATSAC system can reduce travel times by 13%, intersection delay by 20%, and stops by 35%. However, ATSAC is limited in its effectiveness because it operates from pre-developed traffic signal cycle plans based on different anticipated traffic conditions for each intersection. ATSAC implements the appropriate timing plan for each signal based on the time of day and prevailing conditions determined by sensors on the streets. As not all conditions can be anticipated, situations may occur where even the best pre-determined plan is inadequate for the existing traffic. Under ATCS, continuous alterations are made to the signal timing (unless conditions remain constant) to adapt to changes in traffic conditions. ATCS can adapt and rapidly respond to virtually any prevailing traffic condition and thereby reduce congestion and delay and maximize traffic flow.

  When ATCS is controlling traffic signals in adaptive mode, the entire signal network is continuously analyzed, and the most appropriate signal timing for the existing conditions is implemented at each signalized intersection. Thus, as traffic conditions are affected by the morning, midday, or evening hours of travel – or perhaps weather, accidents, construction, or holiday shopping – the signal timing is constantly being updated. Any unusual occurrences that would otherwise cause congestion in a fixed-time, ATSAC, traffic signal system are automatically accommodated by ATCS. The result is fewer stops and less delay for motorists, along with improved traffic signal coordination throughout the signal network.

  As ATCS is a fully responsive, real-time system, it must be provided with sufficient data to be effective and to make appropriate decisions regarding signal timing. Therefore, ATCS would require additional vehicle sensors; additional closed-circuit television cameras for better video coverage; computers, hardware and networking; and an upgrade in the communication links to fiber optic cable. The ideal system design would have vehicle sensors on all approaches to all intersections in the system. With the pertinent traffic data (number of cars) obtained from these sensors placed in advance of the intersection, the signal timing is adjusted to accommodate the prevailing conditions. The expected benefit to traffic flow is a reduction of the volume-to-capacity (V/C) ratio at the upgraded intersection of 0.03, which corresponds to a 7.5 second reduction in overall intersection delay, as explained in Section 3.1.

The Proposed Project results in significant impacts at 18 intersections in 2012 and 19 intersections in 2020. Since several intersections are impacted in one year but not in the other, a total of 21 intersections are significantly impacted by the Proposed Project in at least one of the years. **Table 9-1** summarizes the significantly impacted intersections under the Proposed Project during all time periods. The following mitigation measures have been identified at the 21 locations at which the Proposed Project has a significant impact:

- Veteran Avenue/Sunset Boulevard – No feasible mitigation measure is available at this location.
- Bundy Drive/Wilshire Boulevard – Install system loops at three locations on Wilshire Boulevard at Brockton Avenue, Westgate Avenue, and Granville Avenue. The system loop upgrades will improve traffic operations but do not fully mitigate the project's impact at this intersection.
- Barrington Avenue/Wilshire Boulevard – Modify the traffic signal to include a westbound "Protected plus Permitted" phase.
- Veteran Avenue/Wilshire Boulevard – Truncate the eastbound and westbound bus lane west of Veteran Avenue.
- Veteran Avenue/Santa Monica Boulevard – Install 2070 controllers on Veteran Avenue at Massachusetts Avenue and Ohio Avenue. The traffic signal controller upgrades will improve traffic operations but do not fully mitigate the project's impact at this intersection.
- Westwood Boulevard/Santa Monica Boulevard – Re-stripe the southbound approach to add a second left-turn lane. Modify the southbound left-turn signal phasing to "Protected" phasing. A conceptual plan of this improvement is provided in **Appendix D**.
- Overland Avenue/Santa Monica Boulevard – No feasible mitigation measure is available at this location.
- Westwood Boulevard/Olympic Boulevard – Install a 2070 controller at Overland Avenue/Olympic Boulevard. The traffic signal controller upgrade will improve traffic operations but does not fully mitigate the project's impact at this intersection.
- Beverly Glen Boulevard/Olympic Boulevard – Modify the traffic signal to include a northbound "Protected plus Permitted" phase.
- Sepulveda Boulevard/Pico Boulevard – Modify the traffic signal to include eastbound and southbound "Protected plus Permitted" phases.
- Westwood Boulevard/Pico Boulevard – No feasible mitigation measure is available at this location.
- Overland Avenue/Pico Boulevard – No feasible mitigation measure is available at this location.
- Highland Avenue/3rd Street – Modify the traffic signal to include a westbound "Protected plus Permitted" phase.
- Alvarado Street/6th Street – Modify the traffic signal to include eastbound and westbound "Protected plus Permitted" phases.
- Fairfax Avenue/Wilshire Boulevard – Install 2070 controllers on 6th Street at Curson Avenue, Hauser Boulevard, Burnside Avenue, Cochran Avenue, Detroit Street, and La Brea Avenue. The traffic signal controller upgrades will improve traffic operations but do not fully mitigate the project's impact at this intersection.
- La Brea Avenue/Wilshire Boulevard – Install system loops on Wilshire Boulevard at Courtyard, Masselin Avenue, Dunsmuir Avenue, Cochran Avenue, Cloverdale, and Detroit Street. The

system loop upgrades will improve traffic operations but do not fully mitigate the project's impact at this intersection.

- Highland Avenue/Wilshire Boulevard – Modify the traffic signal to include a westbound "Protected plus Permitted" phase.
- Fairfax Avenue/Olympic Boulevard – Modify the traffic signal phasing to improve efficiency and install ATCS at eight intersections on Olympic Boulevard between Fairfax Avenue and La Brea Avenue.
- La Brea Avenue/Olympic Boulevard – Modify the traffic signal to include an eastbound "Protected plus Permitted" phase.
- Highland Avenue/Olympic Boulevard – Modify the traffic signal to include a westbound "Protected plus Permitted" phase.
- Crenshaw Boulevard/Olympic Boulevard – Install ATCS at six intersections along Olympic Boulevard between La Brea Avenue and Crenshaw Boulevard.

TABLE 9-1: PROPOSED PROJECT 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			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			
9. Veteran Ave/Wilshire Blvd					X	X							X	X			X	X			
21. Veteran Ave/ Santa Monica Blvd					X		X						X		X		X		X		X
22. Westwood Blvd/Santa Monica Blvd	X	X							X	X							X	X			
23. Overland Ave/Santa Monica Blvd					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			
37. Sepulveda Blvd/Pico Blvd	X	X							X	X							X	X			
39. Westwood Blvd/Pico Blvd	X			X	X			X	X			X	X			X	X			X	X
40. Overland Ave/Pico Blvd	X			X					X			X					X			X	X
43. Highland Ave/3rd St	X	X															X	X			
51. Alvarado St/6th St					X	X							X	X			X	X			
53. Fairfax Ave/Wilshire Blvd	X		X						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			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	**13**	**7**	**3**	**3**	**8**	**4**	**2**	**2**	**13**	**6**	**4**	**3**	**12**	**8**	**2**	**2**	**21**	**12**	**5**	**4**	**9**

The Project Alternative A results in significant impacts at 15 intersections in 2012 and 14 intersections in 2020. Since several intersections are impacted in one year but not in the other, a total of 19 intersections are significantly impacted by the Project Alternative A in at least one of the years. **Table 9-2** summarizes the significantly impacted intersections under the Project Alternative A during all time periods. The following mitigation measures have been identified at the 19 locations at which the Project Alternative A has a significant impact:

- Veteran Avenue/Sunset Boulevard – No feasible mitigation measure is available at this location.
- Bundy Drive/Wilshire Boulevard – Install system loops at three locations on Wilshire Boulevard at Brockton Avenue, Westgate Avenue, and Granville Avenue. The system loop upgrades will improve traffic operations but do not fully mitigate the project's impact at this intersection.
- Barrington Avenue/Wilshire Boulevard – Modify the traffic signal to include a westbound "Protected plus Permitted" phase.
- Beverly Glen Boulevard/Wilshire Boulevard – Widen the northbound curb lane and re-stripe to create a dedicated right-turn lane. Modify intersection signal timing. A conceptual plan of this improvement is provided in **Appendix D.**
- Veteran Avenue/Santa Monica Boulevard – Install 2070 controllers on Veteran Avenue at Massachusetts Avenue and Ohio Avenue. The traffic signal controller upgrades will improve traffic operations but do not fully mitigate the project's impact at this intersection.
- Westwood Boulevard/Santa Monica Boulevard – Re-stripe the southbound approach to add a second left-turn lane. Modify the southbound left-turn signal phasing to "Protected" phasing. A conceptual plan of this improvement is provided in **Appendix D**.
- Overland Avenue/Santa Monica Boulevard – No feasible mitigation measure is available at this location.
- Beverly Glen Boulevard/Santa Monica Boulevard – No feasible mitigation measure is available at this location.
- Bundy Drive/Olympic Boulevard – Re-stripe the southbound approach to add a second left-turn lane. Install additional signal head as required. A conceptual plan of this improvement is provided in **Appendix D**.
- Westwood Boulevard/Olympic Boulevard – Install a 2070 controller at Overland Avenue/Olympic Boulevard. The traffic signal controller upgrade will improve traffic operations but does not fully mitigate the project's impact at this intersection.
- Beverly Glen Boulevard/Olympic Boulevard – Modify the traffic signal to include a northbound "Protected plus Permitted" phase.
- Westwood Boulevard/Pico Boulevard – No feasible mitigation measure is available at this location.
- Fairfax Avenue/Wilshire Boulevard – Install 2070 controllers on 6th Street at Curson Avenue, Hauser Boulevard, Burnside Avenue, Cochran Avenue, Detroit Street, and La Brea Avenue. The traffic signal controller upgrades will improve traffic operations but do not fully mitigate the project's impact at this intersection.
- La Brea Avenue/Wilshire Boulevard – Install system loops on Wilshire Boulevard at Courtyard, Masselin Avenue, Dunsmuir Avenue, Cochran Avenue, Cloverdale, and Detroit Street. The system loop upgrades will improve traffic operations but do not fully mitigate the project's impact at this intersection.
- Highland Avenue/Wilshire Boulevard – Modify the traffic signal to include a westbound "Protected plus Permitted" phase.

- Fairfax Avenue/Olympic Boulevard – Modify the traffic signal phasing to improve efficiency and install ATCS at eight intersections on Olympic Boulevard between Fairfax Avenue and La Brea Avenue.
- La Brea Avenue/Olympic Boulevard – Modify the traffic signal to include an eastbound "Protected plus Permitted" phase.
- Highland Avenue/Olympic Boulevard – Modify the traffic signal to include a westbound "Protected plus Permitted" phase.
- Crenshaw Boulevard/Olympic Boulevard – Install ATCS at six intersections along Olympic Boulevard between La Brea Avenue and Crenshaw Boulevard.

TABLE 9-2: PROJECT ALTERNATIVE A 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
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**

The Project Alternative A-1 results in significant impacts at 10 intersections in 2012 and 13 intersections in 2020. Since several intersections are impacted in one year but not in the other, a total of 14 intersections are significantly impacted by the Project Alternative A-1 in at least one of the years. **Table 9-3** summarizes the significantly impacted intersections under the Project Alternative A-1 during all time periods. The following mitigation measures have been identified at the 14 locations at which the Project Alternative A-1 has a significant impact:

- Veteran Avenue/Sunset Boulevard – No feasible mitigation measure is available at this location.
- Bundy Drive/Wilshire Boulevard – Install system loops at three locations on Wilshire Boulevard at Brockton Avenue, Westgate Avenue, and Granville Avenue. The system loop upgrades will improve traffic operations but do not fully mitigate the project's impact at this intersection.
- Barrington Avenue/Wilshire Boulevard – Modify the traffic signal to include a westbound "Protected plus Permitted" phase.
- Westwood Boulevard/Santa Monica Boulevard – Re-stripe the southbound approach to add a second left-turn lane. Modify the southbound left-turn signal phasing to "Protected" phasing. A conceptual plan of this improvement is provided in **Appendix D**.
- Overland Avenue/Santa Monica Boulevard – No feasible mitigation measure is available at this location.
- Beverly Glen Boulevard/Santa Monica Boulevard – No feasible mitigation measure is available at this location.
- Bundy Drive/Olympic Boulevard – Re-stripe the southbound approach to add a second left-turn lane. Install additional signal head as required. A conceptual plan of this improvement is provided in **Appendix D**.
- Westwood Boulevard/Pico Boulevard – No feasible mitigation measure is available at this location.
- Overland Avenue/Pico Boulevard – No feasible mitigation measure is available at this location.
- Fairfax Avenue/Wilshire Boulevard – Install 2070 controllers on 6th Street at Curson Avenue, Hauser Boulevard, Burnside Avenue, Cochran Avenue, Detroit Street, and La Brea Avenue. The traffic signal controller upgrades will improve traffic operations but do not fully mitigate the project's impact at this intersection.
- La Brea Avenue/Wilshire Boulevard – Install system loops on Wilshire Boulevard at Courtyard, Masselin Avenue, Dunsmuir Avenue, Cochran Avenue, Cloverdale, and Detroit Street. The system loop upgrades will improve traffic operations but do not fully mitigate the project's impact at this intersection.
- Fairfax Avenue/Olympic Boulevard – Modify the traffic signal phasing to improve efficiency and install ATCS at eight intersections on Olympic Boulevard between Fairfax Avenue and La Brea Avenue.
- La Brea Avenue/Olympic Boulevard – Modify the traffic signal to include an eastbound "Protected plus Permitted" phase.
- Crenshaw Boulevard/Olympic Boulevard – Install ATCS at six intersections along Olympic Boulevard between La Brea Avenue and Crenshaw Boulevard.

TABLE 9-3: PROJECT ALTERNATIVE A-1 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			
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
28. Bundy Dr/Olympic Blvd					X	X			X	X							X	X			
39. Westwood Blvd/Pico Blvd					X			X	X			X	X			X	X			X	X
40. Overland Ave/Pico Blvd									X			X					X			X	X
53. Fairfax Ave/Wilshire Blvd	X		X						X		X		X		X		X		X		X
54. La Brea Ave/Wilshire Blvd	X		X						X		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			X	X			
71. Crenshaw Blvd/Olympic Blvd	X	X							X	X							X	X			
TOTAL	**6**	**3**	**3**	**0**	**6**	**2**	**1**	**3**	**12**	**6**	**3**	**3**	**6**	**2**	**2**	**2**	**14**	**6**	**3**	**5**	**8**

The Project Alternative A-2 results in significant impacts at 8 intersections in 2012 and 7 intersections in 2020. Since several intersections are impacted in one year but not in the other, a total of 10 intersections are significantly impacted by the Project Alternative A-2 in at least one of the years. **Table 9-4** summarizes the significantly impacted intersections under the Project Alternative A-2 during all time periods. The following mitigation measures have been identified at the 10 locations at which the Project Alternative A-2 has a significant impact:

- Veteran Avenue/Sunset Boulevard – No feasible mitigation measure is available at this location.
- Overland Avenue/Santa Monica Boulevard – No feasible mitigation measure is available at this location.
- Bundy Drive/Olympic Boulevard – Re-stripe the southbound approach to add a second left-turn lane. Install additional signal head as required. A conceptual plan of this improvement is provided in **Appendix D**.
- Westwood Boulevard/Pico Boulevard – No feasible mitigation measure is available at this location.
- Overland Avenue/Pico Boulevard – No feasible mitigation measure is available at this location.
- Fairfax Avenue/Wilshire Boulevard – Install 2070 controllers on 6th Street at Curson Avenue, Hauser Boulevard, Burnside Avenue, Cochran Avenue, Detroit Street, and La Brea Avenue. The traffic signal controller upgrades will improve traffic operations but do not fully mitigate the project's impact at this intersection.
- La Brea Avenue/Wilshire Boulevard – Install system loops on Wilshire Boulevard at Courtyard, Masselin Avenue, Dunsmuir Avenue, Cochran Avenue, Cloverdale, and Detroit Street. The system loop upgrades will improve traffic operations but do not fully mitigate the project's impact at this intersection.
- Fairfax Avenue/Olympic Boulevard – Modify the traffic signal phasing to improve efficiency and install ATCS at eight intersections on Olympic Boulevard between Fairfax Avenue and La Brea Avenue.
- La Brea Avenue/Olympic Boulevard – Modify the traffic signal to include an eastbound "Protected plus Permitted" phase.
- Crenshaw Boulevard/Olympic Boulevard – Install ATCS at six intersections along Olympic Boulevard between La Brea Avenue and Crenshaw Boulevard.

TABLE 9-4: PROJECT ALTERNATIVE A-2 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
23. Overland Ave/Santa Monica Blvd					X			X									X			X	X
28. Bundy Dr/Olympic Blvd	X	X			X	X			X	X							X	X			
39. Westwood Blvd/Pico Blvd					X			X									X			X	X
40. Overland Ave/Pico Blvd									X			X					X			X	X
53. Fairfax Ave/Wilshire Blvd	X		X						X		X		X	X			X		X		X
54. La Brea Ave/Wilshire Blvd	X		X						X		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			X	X			
71. Crenshaw Blvd/Olympic Blvd	X	X							X	X			X	X			X	X			
TOTAL	**6**	**3**	**2**	**1**	**4**	**2**	**0**	**2**	**7**	**4**	**2**	**1**	**4**	**4**	**0**	**0**	**10**	**4**	**2**	**4**	**6**

9.1 Mitigated Levels of Service

9.1.1 Proposed Project Conditions

Table 9-5 presents the mitigated year 2012 with Proposed Project intersection operating conditions for the a.m. peak hour at the mitigated intersections.

Table 9-5: Year 2012 With Proposed Project AM Peak Hour LOS at Impacted Intersections With Mitigation

Intersection	2012 Without Project		Mitigated 2012 With Proposed Project		Change in Delay	Threshold	Significant Impact?	Percent of Impact Mitigated
	Delay (sec)	LOS	Delay (sec)	LOS				
1. Veteran Ave/Sunset Blvd	92.3	F	117.2	F	24.9	2.5	Yes	0%
5. Bundy Dr/Wilshire Blvd	60.3	E	88.0	F	27.7	2.5	Yes	9%
6. Barrington Ave/Wilshire Blvd	38.1	D	38.4	D	0.3	4.0	No	100%
9. Veteran Ave/Wilshire Blvd	236.4	F	146.3	F	-90.1	2.5	No	100%
21. Veteran Ave/ Santa Monica Blvd	20.6	C	18.8	B	-1.8	6.0	No	100%
22. Westwood Blvd/Santa Monica Blvd	122.9	F	121.6	F	-1.3	2.5	No	100%
34. Beverly Glen Blvd/Olympic Blvd	67.3[1]	E	65.7	E	-1.6	2.5	No	100%
37. Sepulveda Blvd/Pico Blvd	53.0	D	55.4	E	2.4	2.5	No	100%
39. Westwood Blvd/Pico Blvd	39.1	D	48.4	D	9.3	4.0	Yes	0%
40. Overland Ave/Pico Blvd	60.1	E	63.6	E	3.5	2.5	Yes	0%
43. Highland Ave/3rd St	69.6	E	47.6	D	-22.0	4.0	No	100%
51. Alvarado St/6th St	17.5	B	21.8	C	4.3	6.0	No	100%
53. Fairfax Ave/Wilshire Blvd	104.0	F	119.3	F	15.3	2.5	Yes	16%
54. La Brea Ave/Wilshire Blvd	37.5	D	43.9	D	6.4	4.0	Yes	51%
55. Highland Ave/Wilshire Blvd	44.2	D	43.4	D	-0.8	4.0	No	100%
67. Fairfax Ave/Olympic Blvd	37.0	D	40.5	D	3.5	4.0	No	100%
71. Crenshaw Blvd/Olympic Blvd	68.5	E	67.8	E	-0.7	2.5	No	100%

Notes:
HCM 2000 Operations Methodology
Delay = Average Vehicle Delay (Seconds), LOS = Level of Service
1 = Delay was revised to provide consistency with the modeling results presented in the technical appendices of the Draft EIR/EA that was circulated for public review in June 2010.

Table 9-6 presents the mitigated year 2012 with Proposed Project intersection operating conditions for the p.m. peak hour at the mitigated intersections.

TABLE 9-6: YEAR 2012 WITH PROPOSED PROJECT PM PEAK HOUR LOS AT IMPACTED INTERSECTIONS WITH MITIGATION

Intersection	2012 Without Project		Mitigated 2012 With Proposed Project		Change in Delay	Threshold	Significant Impact?	Percent of Impact Mitigated
	Delay (sec)	LOS	Delay (sec)	LOS				
5. Bundy Dr/Wilshire Blvd	77.2	E	106.6	F	29.4	2.5	Yes	9%
6. Barrington Ave/Wilshire Blvd	32.9	C	26.1	C	-6.8	6.0	No	100%
9. Veteran Ave/Wilshire Blvd	114.9	F	74.4	E	-40.5	2.5	No	100%
21. Veteran Ave/ Santa Monica Blvd	61.2	E	65.1	E	3.9	2.5	Yes	64%
22. Westwood Blvd/Santa Monica Blvd	90.7	F	89.8	F	-0.9	2.5	No	100%
23. Overland Ave/Santa Monica Blvd	72.9	E	78.9	E	6.0	2.5	Yes	0%
34. Beverly Glen Blvd/Olympic Blvd	49.0	D	45.5	D	-3.5	4.0	No	100%
37. Sepulveda Blvd/Pico Blvd	65.6	E	56.8	E	-8.8	2.5	No	100%
39. Westwood Blvd/Pico Blvd	70.1	E	73.4	E	3.3	2.5	Yes	0%
43. Highland Ave/3rd St	29.9	C	24.8	C	-5.1	6.0	No	100%
51. Alvarado St/6th St	20.3	C	23.9	C	3.6	6.0	No	100%
53. Fairfax Ave/Wilshire Blvd	151.5	F	148.3	F	-3.2	2.5	No	100%
54. La Brea Ave/Wilshire Blvd	34.8	C	34.3	C	-0.5	4.0	No	100%
55. Highland Ave/Wilshire Blvd	38.6	D	32.2	C	-6.4	6.0	No	100%
67. Fairfax Ave/Olympic Blvd	60.9	E	54.2	E	-6.7	2.5	No	100%
71. Crenshaw Blvd/Olympic Blvd	51.8	D	44.6	D	-7.2	4.0	No	100%

Notes:
HCM 2000 Operations Methodology
Delay = Average Vehicle Delay (Seconds), LOS = Level of Service

As shown in **Tables 9-5 and 9-6**, 10 of the 18 significantly impacted intersections are reduced to a level considered less than significant with implementation of the mitigation measures for year 2012 with Proposed Project conditions.

As also shown in **Tables 9-5 and 9-6**, 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;
- Fairfax Avenue/Wilshire Boulevard; and
- La Brea Avenue/Wilshire Boulevard.

The following four intersections are also forecast to remain significantly impacted in year 2012 with Proposed Project conditions since no feasible mitigation measure could be identified:

- Veteran Avenue/Sunset Boulevard;
- Overland Avenue/Santa Monica Boulevard;
- Westwood Boulevard/Pico Boulevard; and
- Overland Avenue/Pico Boulevard.

Table 9-7 presents the mitigated year 2020 with Proposed Project intersection operating conditions for the a.m. peak hour at the mitigated intersections.

TABLE 9-7: YEAR 2020 WITH PROPOSED PROJECT AM PEAK HOUR LOS AT IMPACTED INTERSECTIONS WITH MITIGATION

Intersection	2020 Without Project		Mitigated 2020 With Proposed Project		Change in Delay	Threshold	Significant Impact?	Percent of Impact Mitigated
	Delay (sec)	LOS	Delay (sec)	LOS				
1. Veteran Ave/Sunset Blvd	103.4	F	114.0	F	10.6	2.5	Yes	0%
5. Bundy Dr/Wilshire Blvd	63.7	E	94.1	F	30.4	2.5	Yes	8%
6. Barrington Ave/Wilshire Blvd	38.1	D	41.4	D	3.3	4.0	No	100%
9. Veteran Ave/Wilshire Blvd	243.7	F	114.8	F	-128.9	2.5	No	100%
21. Veteran Ave/ Santa Monica Blvd	21.7	C	19.0	B	-2.7	6.0	No	100%
22. Westwood Blvd/Santa Monica Blvd	122.2	F	120.8	F	-1.4	2.5	No	100%
32. Westwood Blvd/Olympic Blvd	41.3	D	49.6	D	8.3	4.0	Yes	37%
34. Beverly Glen Blvd/Olympic Blvd	69.0	E	69.9	E	0.9	2.5	No	100%
37. Sepulveda Blvd/Pico Blvd	54.4	D	55.6	E	1.2	2.5	No	100%
39. Westwood Blvd/Pico Blvd	39.6	D	45.6	D	6.0	4.0	Yes	0%
40. Overland Ave/Pico Blvd	62.8	E	68.2	E	5.4	2.5	Yes	0%
51. Alvarado St/6th St	18.6	B	23.1	C	4.5	6.0	No	100%
53. Fairfax Ave/Wilshire Blvd	111.2	F	125.6	F	14.4	2.5	Yes	17%
54. La Brea Ave/Wilshire Blvd	39.0	D	46.7	D	7.7	4.0	Yes	40%
67. Fairfax Ave/Olympic Blvd	35.0	D	37.5	D	2.5	4.0	No	100%
69. La Brea Ave/Olympic Blvd	53.7	D	43.4	D	-10.3	2.5	No	100%
70. Highland Ave/Olympic Blvd	50.7	D	33.2	C	-17.5	6.0	No	100%
71. Crenshaw Blvd/Olympic Blvd	73.5	E	71.2	E	-2.3	2.5	No	100%

Notes:
HCM 2000 Operations Methodology
Delay = Average Vehicle Delay (Seconds), LOS = Level of Service

Table 9-8 presents the mitigated year 2020 with Proposed Project intersection operating conditions for the p.m. peak hour at the mitigated intersections.

TABLE 9-8: YEAR 2020 WITH PROPOSED PROJECT PM PEAK HOUR LOS AT IMPACTED INTERSECTIONS WITH MITIGATION

Intersection	2020 Without Project		Mitigated 2020 With Proposed Project		Change in Delay	Threshold	Significant Impact?	Percent of Impact Mitigated
	Delay (sec)	LOS	Delay (sec)	LOS				
5. Bundy Dr/Wilshire Blvd	80.4	F	110.6	F	30.2	2.5	Yes	8%
6. Barrington Ave/Wilshire Blvd	33.8	C	27.2	C	-6.6	6.0	No	100%
9. Veteran Ave/Wilshire Blvd	126.6	F	73.5	E	-53.1	2.5	No	100%
21. Veteran Ave/ Santa Monica Blvd	63.5	E	66.2	E	2.7	2.5	Yes	93%
22. Westwood Blvd/Santa Monica Blvd	91.3	F	53.8	D	-37.5	2.5	No	100%
23. Overland Ave/Santa Monica Blvd	78.9	E	86.0	F	7.1	2.5	Yes	0%
32. Westwood Blvd/Olympic Blvd	47.1[1]	D	47.5	D	0.4	4.0	No	100%
34. Beverly Glen Blvd/Olympic Blvd	54.7	D	48.5	D	-6.2	4.0	No	100%
37. Sepulveda Blvd/Pico Blvd	73.8	E	62.4	E	-11.4	2.5	No	100%
39. Westwood Blvd/Pico Blvd	77.3	E	80.6	F	3.3	2.5	Yes	0%
51. Alvarado St/6th St	21.9	C	25.8	C	3.9	6.0	No	100%
53. Fairfax Ave/Wilshire Blvd	158.4	F	160.7	F	2.3	2.5	No	100%
54. La Brea Ave/Wilshire Blvd	40.7	D	38.7	D	-2.0	4.0	No	100%
67. Fairfax Ave/Olympic Blvd	67.4	E	64.2	E	-3.2	2.5	No	100%
69. La Brea Ave/Olympic Blvd	79.5	E	60.0	E	-19.5	2.5	No	100%
70. Highland Ave/Olympic Blvd	67.1	E	40.9	D	-26.2	4.0	No	100%
71. Crenshaw Blvd/Olympic Blvd	57.2	E	59.1	E	1.9	2.5	No	100%

Notes:
HCM 2000 Operations Methodology
Delay = Average Vehicle Delay (Seconds), LOS = Level of Service
1 = Delay was revised to provide consistency with the modeling results presented in the technical appendices of the Draft EIR/EA that was circulated for public review in June 2010.

As shown in **Tables 9-7 and 9-8**, 10 of the 19 significantly impacted intersections are reduced to a level considered less than significant with implementation of the mitigation measures for year 2020 with Proposed Project conditions.

As also shown in **Tables 9-7 and 9-8**, the project's impact is reduced at the following five 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;
- Fairfax Avenue/Wilshire Boulevard; and
- La Brea Avenue/Wilshire Boulevard.

The following four intersections are forecast to remain significantly impacted in year 2020 with Proposed Project conditions since no feasible mitigation measure could be identified:

- Veteran Avenue/Sunset Boulevard;
- Overland Avenue/Santa Monica Boulevard;
- Westwood Boulevard/Pico Boulevard; and
- Overland Avenue/Pico Boulevard.

The following nine intersections are forecast to remain significantly impacted in either year 2012 or year 2020 with Proposed Project conditions since no feasible mitigation measure could be identified:

- Veteran Avenue/Sunset Boulevard;
- Bundy Drive/Wilshire Boulevard (partial mitigation measure);
- Veteran Avenue/Santa Monica Boulevard (partial mitigation measure);
- Overland Avenue/Santa Monica Boulevard;
- Westwood Boulevard/Olympic Boulevard (partial mitigation measure);
- Westwood Boulevard/Pico Boulevard;
- Overland Avenue/Pico Boulevard;
- Fairfax Avenue/Wilshire Boulevard (partial mitigation measure); and
- La Brea Avenue/Wilshire Boulevard (partial mitigation measure).

9.1.2 Project Alternative A Conditions

Table 9-9 presents the mitigated year 2012 with Project Alternative A intersection operating conditions for the a.m. peak hour at the mitigated intersections.

Table 9-9: Year 2012 With Project Alternative A AM Peak Hour LOS at Impacted Intersections With Mitigation

Intersection	2012 Without Project		Mitigated 2012 With Project Alternative A		Change in Delay	Threshold	Significant Impact?	Percent of Impact Mitigated
	Delay (sec)	LOS	Delay (sec)	LOS				
5. Bundy Dr/Wilshire Blvd	60.3	E	94.4	F	34.1	2.5	Yes	7%
6. Barrington Ave/Wilshire Blvd	38.1	D	41.9	D	3.8	4.0	No	100%
11. Beverly Glen Blvd/Wilshire Blvd	34.5	C	38.1	D	3.6	4.0	No	100%
21. Veteran Ave/ Santa Monica Blvd	20.6	C	19.2	B	-1.4	6.0	No	100%
28. Bundy Drive/Olympic Blvd	99.5	F	88.2	F	-11.3	2.5	No	100%
32. Westwood Blvd/Olympic Blvd	38.7	D	44.4	D	5.7	4.0	Yes	60%
34. Beverly Glen Blvd/Olympic Blvd	67.3[1]	E	66.4	E	-0.9	2.5	No	100%
53. Fairfax Ave/Wilshire Blvd	104.0	F	116.7	F	12.7	2.5	Yes	20%
54. La Brea Ave/Wilshire Blvd	37.5	D	39.2	D	1.7	4.0	No	100%
55. Highland Ave/Wilshire Blvd	44.2	D	39.9	D	-4.3	4.0	No	100%
67. Fairfax Ave/Olympic Blvd	37.0	D	39.4	D	2.4	4.0	No	100%
71. Crenshaw Blvd/Olympic Blvd	68.5	E	63.8	E	-4.7	2.5	No	100%

Notes:
HCM 2000 Operations Methodology
Delay = Average Vehicle Delay (Seconds), LOS = Level of Service
1 = Delay was revised to provide consistency with the modeling results presented in the technical appendices of the Draft EIR/EA that was circulated for public review in June 2010.

Table 9-10 presents the mitigated year 2012 with Project Alternative A intersection operating conditions for the p.m. peak hour at the mitigated intersections.

TABLE 9-10: YEAR 2012 WITH PROJECT ALTERNATIVE A 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%
24. Beverly Glen Blvd/Santa Monica Blvd	48.9	D	53.9	D	5.0	4.0	Yes	0%
28. Bundy Drive/Olympic Blvd	73.3	E	69.2	E	-4.1	2.5	No	100%
32. Westwood Blvd/Olympic Blvd	44.5[1]	D	42.3	D	-2.2	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
1 = Delay was revised to provide consistency with the modeling results presented in the technical appendices of the Draft EIR/EA that was circulated for public review in June 2010.

As shown in **Tables 9-9 and 9-10**, 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 A conditions.

As also shown in **Tables 9-9 and 9-10**, 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 A 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 9-11 presents the mitigated year 2020 with Project Alternative A intersection operating conditions for the a.m. peak hour at the mitigated intersections.

TABLE 9-11: YEAR 2020 WITH PROJECT ALTERNATIVE A AM PEAK HOUR LOS AT IMPACTED INTERSECTIONS WITH MITIGATION

Intersection	2020 Without Project		Mitigated 2020 With Project Alternative A		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 9-12 presents the mitigated year 2020 with Project Alternative A intersection operating conditions for the p.m. peak hour at the mitigated intersections.

TABLE 9-12: YEAR 2020 WITH PROJECT ALTERNATIVE A PM PEAK HOUR LOS AT IMPACTED INTERSECTIONS WITH MITIGATION

Intersection	2020 Without Project		Mitigated 2020 With Project Alternative A		Change in Delay	Threshold	Significant Impact?	Percent of Impact Mitigated
	Delay (sec)	LOS	Delay (sec)	LOS				
5. Bundy Dr/Wilshire Blvd	80.4	F	114.9	F	34.5	2.5	Yes	7%
6. Barrington Ave/Wilshire Blvd	33.8	C	27.8	C	-6.0	6.0	No	100%
11. Beverly Glen Blvd/Wilshire Blvd	39.4	D	42.3	D	2.9	4.0	No	100%
22. Westwood Blvd/Santa Monica Blvd	91.3	F	89.6	F	-1.7	2.5	No	100%
23. Overland Ave/Santa Monica Blvd	78.9	E	86.2	F	7.3	2.5	Yes	0%
28. Bundy Dr/Olympic Blvd	77.9	E	73.5	E	-4.4	2.5	No	100%
34. Beverly Glen Blvd/Olympic Blvd	54.7	D	50.8	D	-3.9	4.0	No	100%
53. Fairfax Ave/Wilshire Blvd	158.4	F	156.6	F	-1.8	2.5	No	100%
54. La Brea Ave/Wilshire Blvd	40.7	D	38.4	D	-2.3	4.0	No	100%
67. Fairfax Ave/Olympic Blvd	67.4	E	61.4	E	-6.0	2.5	No	100%
69. La Brea Ave/Olympic Blvd	79.5	E	55.3	E	-24.2	2.5	No	100%
70. Highland Ave/Olympic Blvd	67.1	E	44.5	D	-22.6	4.0	No	100%
71. Crenshaw Blvd/Olympic Blvd	57.2	E	53.0	D	-4.2	2.5	No	100%

Notes:
HCM 2000 Operations Methodology
Delay = Average Vehicle Delay (Seconds), LOS = Level of Service

As shown in **Tables 9-11 and 9-12**, 9 of the 14 significantly impacted intersections are reduced to a level considered less than significant with implementation of the mitigation measures for year 2020 with Project Alternative A conditions.

As also shown in **Tables 9-11 and 9-12**, the project's impact is reduced at following three 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;
- Fairfax Avenue/Wilshire Boulevard; and
- La Brea Avenue/Wilshire Boulevard.

The following two intersections are forecast to remain significantly impacted in year 2020 with Project Alternative A conditions since no feasible mitigation measure that could be identified:

- Veteran Avenue/Sunset Boulevard; and
- Overland Avenue/Santa Monica Boulevard.

The following nine intersections are forecast to remain significantly impacted in either year 2012 or year 2020 with Project Alternative A conditions since no feasible mitigation measure could be identified:

- Veteran Avenue/Sunset Boulevard;
- Bundy Drive/Wilshire Boulevard (partial mitigation measure);
- Veteran Avenue/Santa Monica Boulevard (partial mitigation measure);
- Overland Avenue/Santa Monica Boulevard;
- Beverly Glen Boulevard/Santa Monica Boulevard;
- Westwood Boulevard/Olympic Boulevard (partial mitigation measure);
- Westwood Boulevard/Pico Boulevard;
- Fairfax Avenue/Wilshire Boulevard (partial mitigation measure); and
- La Brea Avenue/Wilshire Boulevard (partial mitigation measure).

9.1.3 Project Alternative A-1 Conditions

Table 9-13 presents the mitigated year 2012 with Project Alternative A-1 intersection operating conditions for the a.m. peak hour at the mitigated intersections.

Table 9-13: Year 2012 With Project Alternative A-1 AM Peak Hour LOS at Impacted Intersections With Mitigation

Intersection	2012 Without Project		Mitigated 2012 With Project Alternative A-1		Change in Delay	Threshold	Significant Impact?	Percent of Impact Mitigated
	Delay (sec)	LOS	Delay (sec)	LOS				
5. Bundy Dr/Wilshire Blvd	60.3	E	89.9	F	29.6	2.5	Yes	8%
6. Barrington Ave/Wilshire Blvd	38.1	D	38.9	D	0.8	4.0	No	100%
53. Fairfax Ave/Wilshire Blvd	104.0	F	120.0	F	16.0	2.5	Yes	17%
54. La Brea Ave/Wilshire Blvd	37.5	D	41.7	D	4.2	4.0	Yes	93%
67. Fairfax Ave/Olympic Blvd	37.0	D	35.0	C	-2.0	4.0	No	100%
71. Crenshaw Blvd/Olympic Blvd	68.5	E	68.5	E	0.0	2.5	No	100%

Notes:
HCM 2000 Operations Methodology
Delay = Average Vehicle Delay (Seconds), LOS = Level of Service

Table 9-12 presents the mitigated year 2012 with Project Alternative A-1 intersection operating conditions for the p.m. peak hour at the mitigated intersections.

TABLE 9-14: YEAR 2012 WITH PROJECT ALTERNATIVE A-1 PM PEAK HOUR LOS AT IMPACTED INTERSECTIONS WITH MITIGATION

Intersection	2012 Without Project		Mitigated 2012 With Project Alternative A-1		Change in Delay	Threshold	Significant Impact?	Percent of Impact Mitigated
	Delay (sec)	LOS	Delay (sec)	LOS				
5. Bundy Dr/Wilshire Blvd	77.2	E	97.5	F	20.3	2.5	Yes	12%
23. Overland Ave/Santa Monica Blvd	72.9	E	82.3	F	9.4	2.5	Yes	0%
24. Beverly Glen Blvd/Santa Monica Blvd	48.9	D	53.3	D	4.4	4.0	Yes	0%
28. Bundy Drive/Olympic Blvd	73.3	E	70.1	E	-3.2	2.5	No	100%
39. Westwood Blvd/Pico Blvd	70.1	E	74.7	E	4.6	2.5	Yes	0%
67. Fairfax Ave/Olympic Blvd	60.9	E	58.6	F	-2.3	2.5	No	100%

Notes:
HCM 2000 Operations Methodology
Delay = Average Vehicle Delay (Seconds), LOS = Level of Service

As shown in **Tables 9-13 and 9-14**, four of the ten significantly impacted intersections are reduced to a level considered less than significant with implementation of the mitigation measures for year 2012 with Project Alternative A-1 conditions.

As also shown in **Tables 9-13 and 9-14**, the project's impact is reduced at the following three 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;
- Fairfax Avenue/Wilshire Boulevard; and
- La Brea Avenue/Wilshire Boulevard.

The following three intersections are forecast to remain significantly impacted in year 2012 with Project Alternative A-1 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 9-15 presents the mitigated year 2020 with Project Alternative A-1 intersection operating conditions for the a.m. peak hour at the mitigated intersections.

TABLE 9-15: YEAR 2020 WITH PROJECT ALTERNATIVE A-1 AM PEAK HOUR LOS AT IMPACTED INTERSECTIONS WITH MITIGATION

Intersection	2020 Without Project		Mitigated 2020 With Project Alternative A-1		Change in Delay	Threshold	Significant Impact?	Percent of Impact Mitigated
	Delay (sec)	LOS	Delay (sec)	LOS				
1. Veteran Ave/Sunset Blvd	103.4	F	109.3	F	5.9	2.5	Yes	0%
5. Bundy Dr/Wilshire Blvd	63.7	E	100.1	F	36.4	2.5	Yes	7%
6. Barrington Ave/Wilshire Blvd	38.1	D	42.0	D	3.9	4.0	No	100%
22. Westwood Blvd/Santa Monica Blvd	122.2	F	120.3	F	-1.9	2.5	No	100%
28. Bundy Dr/Olympic Blvd	100.3	F	89.6	F	-10.7	2.5	No	100%
39. Westwood Blvd/Pico Blvd	39.6	D	49.8	D	10.2	4.0	Yes	0%
40. Overland Ave/Pico Blvd	62.8	E	68.5	E	5.7	2.5	Yes	0%
53. Fairfax Ave/Wilshire Blvd	111.2	F	132.4	F	21.2	2.5	Yes	12%
54. La Brea Ave/Wilshire Blvd	39.0	D	48.9	D	9.9	4.0	Yes	30%
67. Fairfax Ave/Olympic Blvd	35.0	D	36.3	D	1.3	4.0	No	100%
69. La Brea Ave/Olympic Blvd	53.7	D	51.0	D	-2.7	2.5	No	100%
71. Crenshaw Blvd/Olympic Blvd	73.5	E	74.9	F	1.4	2.5	No	100%

Notes:
HCM 2000 Operations Methodology
Delay = Average Vehicle Delay (Seconds), LOS = Level of Service

Table 9-16 presents the mitigated year 2020 with Project Alternative A-1 intersection operating conditions for the p.m. peak hour at the mitigated intersections.

TABLE 9-16: YEAR 2020 WITH PROJECT ALTERNATIVE A-1 PM PEAK HOUR LOS AT IMPACTED INTERSECTIONS WITH MITIGATION

Intersection	2020 Without Project		Mitigated 2020 With Project Alternative A-1		Change in Delay	Threshold	Significant Impact?	Percent of Impact Mitigated
	Delay (sec)	LOS	Delay (sec)	LOS				
5. Bundy Dr/Wilshire Blvd	80.4	F	114.3	F	33.9	2.5	Yes	7%
23. Overland Ave/Santa Monica Blvd	78.9	E	88.5	F	9.6	2.5	Yes	0%
39. Westwood Blvd/Pico Blvd	77.3	E	80.3	E	3.0	2.5	Yes	0%
53. Fairfax Ave/Wilshire Blvd	158.4	F	161.1	F	2.7	2.5	Yes	93%
67. Fairfax Ave/Olympic Blvd	67.4	E	57.9	E	-9.5	2.5	No	100%
69. La Brea Ave/Olympic Blvd	79.5	E	79.4	E	--0.1	2.5	No	100%

Notes:
HCM 2000 Operations Methodology
Delay = Average Vehicle Delay (Seconds), LOS = Level of Service

As shown in **Tables 9-15 and 9-16**, six of the 13 significantly impacted intersections are reduced to a level considered less than significant with implementation of the mitigation measures for year 2020 with Project Alternative A-1 conditions.

As also shown in **Tables 9-15 and 9-16**, the project's impact is reduced at the following three 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;
- Fairfax Avenue/Wilshire Boulevard; and
- La Brea Avenue/Wilshire Boulevard.

The following four intersections are forecast to remain significantly impacted in year 2020 with Project Alternative A-1 conditions since no feasible mitigation measure that could be identified:

- Veteran Avenue/Sunset Boulevard;
- Overland Avenue/Santa Monica Boulevard;
- Westwood Boulevard/Pico Boulevard; and
- Overland Avenue/Pico Boulevard.

The following eight intersections are forecast to remain significantly impacted in either year 2012 or year 2020 with Project Alternative A-1 conditions since no feasible mitigation measure could be identified:

- Veteran Avenue/Sunset Boulevard;
- Bundy Drive/Wilshire Boulevard (partial mitigation measure);
- Overland Avenue/Santa Monica Boulevard;
- Beverly Glen Boulevard/Santa Monica Boulevard;
- Westwood Boulevard/Pico Boulevard;
- Overland Avenue/Pico Boulevard;
- Fairfax Avenue/Wilshire Boulevard (partial mitigation measure); and
- La Brea Avenue/Wilshire Boulevard (partial mitigation measure).

9.1.4 Project Alternative A-2 Conditions

Table 9-17 presents the mitigated year 2012 with Project Alternative A-2 intersection operating conditions for the a.m. peak hour at the mitigated intersections.

Table 9-17: Year 2012 With Project Alternative A-2 AM Peak Hour LOS at Impacted Intersections With Mitigation

Intersection	2012 Without Project		Mitigated 2012 With Project Alternative A-2		Change in Delay	Threshold	Significant Impact?	Percent of Impact Mitigated
	Delay (sec)	LOS	Delay (sec)	LOS				
1. Veteran Ave/Sunset Blvd	92.3	F	103.0	F	10.7	2.5	Yes	0%
28. Bundy Drive/Olympic Blvd	99.5	F	87.6	F	-11.9	2.5	No	100%
53. Fairfax Ave/Wilshire Blvd	104.0	F	120.4	F	16.4	2.5	Yes	15%
54. La Brea Ave/Wilshire Blvd	37.5	D	42.4	D	4.9	4.0	Yes	74%
67. Fairfax Ave/Olympic Blvd	37.0	D	32.7	C	-4.3	4.0	No	100%
71. Crenshaw Blvd/Olympic Blvd	68.5	E	66.9	E	-1.6	2.5	No	100%

Notes:
HCM 2000 Operations Methodology
Delay = Average Vehicle Delay (Seconds), LOS = Level of Service

Table 9-18 presents the mitigated year 2012 with Project Alternative A-2 intersection operating conditions for the p.m. peak hour at the mitigated intersections.

Table 9-18: Year 2012 With Project Alternative A-2 PM Peak Hour LOS at Impacted Intersections With Mitigation

Intersection	2012 Without Project		Mitigated 2012 With Project Alternative A-2		Change in Delay	Threshold	Significant Impact?	Percent of Impact Mitigated
	Delay (sec)	LOS	Delay (sec)	LOS				
23. Overland Ave/Santa Monica Blvd	72.9	E	76.1	E	3.2	2.5	Yes	0%
28. Bundy Drive/Olympic Blvd	73.3	E	71.2	E	-2.1	2.5	No	100%
39. Westwood Blvd/Pico Blvd	70.1	E	75.6	E	5.5	2.5	Yes	0%
67. Fairfax Ave/Olympic Blvd	60.9	E	53.4	E	-7.5	2.5	No	100%

Notes:
HCM 2000 Operations Methodology
Delay = Average Vehicle Delay (Seconds), LOS = Level of Service

As shown in **Tables 9-17 and 9-18**, three of the eight significantly impacted intersections are reduced to a level considered less than significant with implementation of the mitigation measures for year 2012 with Project Alternative A-2 conditions.

As also shown in **Tables 9-17 and 9-18**, the project's impact is reduced at the following two significantly impacted intersections during a.m. and/or p.m. peak hour conditions, but not enough to fully mitigate the project's impact:

- Fairfax Avenue/Wilshire Boulevard; and
- La Brea Avenue/Wilshire Boulevard.

The following three intersections are forecast to remain significantly impacted in year 2012 with Project Alternative A-2 conditions since no feasible mitigation measure could be identified:

- Veteran Avenue/Sunset Boulevard;
- Overland Avenue/Santa Monica Boulevard; and
- Westwood Boulevard/Pico Boulevard.

Table 9-19 presents the mitigated year 2020 with Project Alternative A-2 intersection operating conditions for the a.m. peak hour at the mitigated intersections.

TABLE 9-19: YEAR 2020 WITH PROJECT ALTERNATIVE A-2 AM PEAK HOUR LOS AT IMPACTED INTERSECTIONS WITH MITIGATION

Intersection	2020 Without Project		Mitigated 2020 With Project Alternative A-2		Change in Delay	Threshold	Significant Impact?	Percent of Impact Mitigated
	Delay (sec)	LOS	Delay (sec)	LOS				
28. Bundy Dr/Olympic Blvd	100.3	F	89.3	F	-11.0	2.5	No	100%
40. Overland Ave/Pico Blvd	62.8	E	67.1	E	4.3	2.5	Yes	0%
53. Fairfax Ave/Wilshire Blvd	111.2	F	130.4	F	19.2	2.5	Yes	13%
54. La Brea Ave/Wilshire Blvd	39.0	D	47.1	D	8.1	4.0	Yes	38%
67. Fairfax Ave/Olympic Blvd	35.0	D	32.3	C	-2.7	4.0	No	100%
69. La Brea Ave/Olympic Blvd	53.7	D	53.4	D	-0.3	2.5	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 9-20 presents the mitigated year 2020 with Project Alternative A-2 intersection operating conditions for the p.m. peak hour at the mitigated intersections.

TABLE 9-20: YEAR 2020 WITH PROJECT ALTERNATIVE A-2 PM PEAK HOUR LOS AT IMPACTED INTERSECTIONS WITH MITIGATION

Intersection	2020 Without Project		Mitigated 2020 With Project Alternative A-2		Change in Delay	Threshold	Significant Impact?	Percent of Impact Mitigated
	Delay (sec)	LOS	Delay (sec)	LOS				
53. Fairfax Ave/Wilshire Blvd	158.4	F	159.5	F	1.1	2.5	No	100%
67. Fairfax Ave/Olympic Blvd	67.4	E	58.1	E	-9.3	2.5	No	100%
69. La Brea Ave/Olympic Blvd	79.5	E	78.7	E	-0.8	2.5	No	100%
71. Crenshaw Blvd/Olympic Blvd	57.2	E	52.2	E	-5.0	2.5	No	100%

Notes:
HCM 2000 Operations Methodology
Delay = Average Vehicle Delay (Seconds), LOS = Level of Service

As shown in **Tables 9-19 and 9-20**, four of the seven significantly impacted intersections are reduced to a level considered less than significant with implementation of the mitigation measures for year 2020 with Project Alternative A-2 conditions.

As also shown in **Tables 9-19 and 9-20**, the project's impact is reduced at the following two significantly impacted intersections during a.m. and/or p.m. peak hour conditions, but not enough to fully mitigate the project's impact:

- Fairfax Avenue/Wilshire Boulevard; and
- La Brea Avenue/Wilshire Boulevard.

The following intersection is forecast to remain significantly impacted in year 2020 with Project Alternative A-2 conditions since no feasible mitigation measure could be identified:

- Overland Avenue/Pico Boulevard.

The following six intersections are forecast to remain significantly impacted in either year 2012 or year 2020 with Project Alternative A-2 conditions since no feasible mitigation measure could be identified:

- Veteran Avenue/Sunset Boulevard;
- Overland Avenue/Santa Monica Boulevard;
- Westwood Boulevard/Pico Boulevard;
- Overland Avenue/Pico Boulevard;
- Fairfax Avenue/Wilshire Boulevard (partial mitigation measure); and
- La Brea Avenue/Wilshire Boulevard (partial mitigation measure).

10.0 LOCAL RESIDENTIAL STREET ANALYSIS

This section discusses potential impacts to local residential streets along the Wilshire corridor caused by possible traffic diversion during bus lane operations. In the western part of the study area, the following three local residential streets run parallel and are adjacent to Wilshire Boulevard:

- Goshen Avenue between Bundy Drive and San Vicente Boulevard;
- Lindbrook Drive between Malcolm Avenue and Comstock Avenue; and
- Ashton Avenue between Malcolm Avenue and Comstock Avenue.

Texas Avenue also runs parallel to Wilshire Boulevard, but is designated as a collector road and therefore not subject to a local residential street analysis.

In the eastern part of the study area, 6th, 7th, and 8th Streets run parallel and are adjacent to Wilshire Boulevard. However, these streets are designated as either collector or secondary roads between Fairfax Avenue and Lucas Avenue, and therefore not subject to a local residential street analysis.

Under Proposed Project and all project alternative conditions, 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. In the vicinity of Goshen Avenue, the Bundy Drive/Wilshire Boulevard and Federal Avenue-San Vicente Boulevard/Wilshire Boulevard intersections are projected to operate at LOS E or F in 2012 and 2020. However, traffic diversion onto Goshen Avenue is unlikely since Goshen Avenue runs for only a short distance, eastbound left-turn movements from Wilshire Boulevard to Bundy Drive are relatively high-delay movements during peak hours, and northbound left-turn movements from San Vicente Boulevard to Goshen Avenue are prohibited. Therefore, no significant impacts to local residential streets are expected.

11.0 CURB LANE ACCESS ISSUES

11.1 PASSENGER AND COMMERCIAL LOADING FOR BUILDINGS FRONTING WILSHIRE BOULEVARD

Outside of peak hours, when the bus lanes are not in operation, neither the Proposed Project nor any of the project alternatives will result in a change to loading areas for residential or commercial properties on Wilshire Boulevard. In locations where parking or stopping is currently allowed, parking and stopping will continue to be allowed under the Proposed Project and all project alternatives, with the exception of the approximately 11 parking spaces that will be eliminated between Fairfax Avenue and Valencia Street, as described in Section 14.

During peak hours, when the bus lanes are in operation, there will also be no modification to loading areas available for buildings along most of the corridor under either alternative, with the exception being the segment with “jut-outs” between Malcolm Avenue and Comstock Avenue under the Proposed Project. Outside of the jut-out area, the curb lane is generally marked as “No Stopping” during peak

hours. With the implementation of the bus lane, the curb lane will effectively remain "No Stopping" for private vehicles, so there will be no change.

In the jut-out area, under current conditions, vehicles are allowed to stop and/or park in the curb lane during peak hours. Under the Proposed Project, the curb lane will be used as a bus lane during peak hours, and vehicles will no longer be able to stop or park during those hours. Thus, passenger and business loading will 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 will 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.

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 will 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 and has required numerous schools to develop transportation plans incorporating such elements as assigned drop-off/pick-up times for students, limitations on vehicular trips, and school staff assistance to parents in facilitating loading and unloading to minimize vehicle dwell time.

Under the Proposed Project, access to the Belmont Village assisted living facility will not be affected during peak hours, as there is currently a jut-out along its entire frontage, so no stopping is currently permitted in front of the buildings during peak hours. During off-peak hours, stopping and parking could be permitted in front of this facility, since the jut-out would be removed. Currently, stopping is not permitted from 7 a.m. to 7 p.m. This recently constructed building also has underground parking and vehicular access.

Under the Project Alternative A, in the jut-out area, vehicles will continue to be allowed to stop and/or park in the curb lane during peak hours. Under this alternative, there will be no change to loading areas available to buildings in the jut-out area.

Under the Project Alternative A-1 and the Project Alternative A-2, since there will be no bus lane operations in the jut-out area, no change to loading areas available to buildings in the jut-out area will occur as a result of the project.

11.2 Emergency Access

Emergency vehicles will be permitted to use the bus lanes when they are in operation. Because these lanes will be free of most other vehicular traffic, emergency response time will be no worse than under current conditions, and will likely be improved.

11.3 Right-Turns to/from Wilshire Boulevard

California Vehicle Code Section 22100(a) requires, "Both the approach for a right-hand turn and a right-hand turn shall be made as close as practicable to the right-hand curb or edge of the roadway." Thus,

right-turning vehicles both onto and off of Wilshire Boulevard will be expected to use the curb (bus) lane during peak hours when the bus lanes are in operation. Vehicles other than buses must transition to the adjacent, non-bus lane, within a reasonable distance. Drivers turning onto Wilshire Boulevard will be expected to wait to begin their turning maneuver until a reasonable gap is available in the first travel lane next to the bus lane.

12.0 PARKING

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 the Proposed Project and all the project alternatives, approximately 11 parking spaces within this area would be removed to accommodate larger or relocated bus 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 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, parking in approximately 85 existing on-street parking spaces between Selby Avenue and Comstock Avenue would be prohibited during peak hours, 53 on the north side of the street and 32 on the south side. Of these spaces, 36 are currently restricted to 2-hour parking between 8 a.m. and 6 p.m., and 49 (35 on the north side and 14 on the south side) are not restricted. (An inventory of the parking spaces on Wilshire Boulevard in this area is included in **Appendix E**). Parking supply during off-peak hours would not be reduced and, in fact, would likely be increased under the Proposed Project because the removal of the jut-outs would create room for additional on-street parking in the curb lanes.

In this area, there are three preferential parking districts bordering Wilshire Boulevard, Districts 4, 6, and 11 (A figure is provided in **Appendix E**). Preferential Parking District 4 borders Wilshire Boulevard and covers a residential area south of Wilshire Boulevard between Malcolm Avenue and Manning Avenue. Preferential Parking District 6 borders Wilshire Boulevard and covers a residential area south of Wilshire Boulevard between Beverly Glen Boulevard and Club View Drive. Preferential Parking District 11 borders Wilshire Boulevard and covers a residential area north of Wilshire Boulevard between Malcolm Avenue and Beverly Glen Boulevard. Residents within these parking districts, including those living on the side of Wilshire Boulevard within the district, are eligible to receive guest permits for their visitors. Therefore, guests of residents within these districts would be able to park on any street within their district.

Residences south of Wilshire Boulevard between Manning Avenue and Beverly Glen Boulevard are not included in a preferential parking district. Residents of these buildings are not eligible to park in adjacent preferential districts. This segment includes 51 spaces (on both sides of the street) at which parking would be prohibited during peak hours under the Proposed Project. On February 2, 2010 an on-street parking occupancy count was collected along this segment during a.m. and p.m. peak periods. The results of the count indicate that a maximum of 35 vehicles occupied parking spaces during the a.m. peak period and a maximum of 34 vehicles occupied parking spaces during the p.m. peak period. Guests of residents in this area would have to use off-street visitor parking spaces during peak periods.

Additionally, residences north of Wilshire Boulevard between Beverly Glen Boulevard and Comstock Avenue are not included in a preferential parking district. Residents of these buildings are not eligible to park in adjacent preferential districts. This segment includes 27 spaces (on both sides of the street) at which parking would be prohibited during peak periods under the Proposed Project. Results of the parking occupancy count on this segment indicate that a maximum of 26 vehicles occupied parking spaces during the a.m. peak period and a maximum of 16 vehicles occupied parking spaces during the p.m. peak period. Guests of residents in this area would have to use off-street visitor parking spaces during peak periods.

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.

Under all project alternatives, parking supply between Selby Avenue and Comstock Avenue would be unaffected.

13.0 BUS LANE ENFORCEMENT

The success of bus lanes in other cities has been heavily dependent on enforcement to prevent automobiles from using the bus lanes and blocking bus traffic. Thus, both passive and active enforcement measures will be required so that the bus lanes can meet their goals of improving transit reliability and increasing transit ridership.

Passive enforcement measures will include signage and pavement markings to educate and guide drivers regarding the proper use of the bus lanes and the penalties for violations. Signage could consist of fixed signs providing information about the bus lane restrictions and hours of operation, or it could

include changeable message signs that would be activated during peak hours to provide a more visible notification to drivers.

Active enforcement measures could include aggressive police enforcement during the first months of implementation of the bus lanes to change driver behavior and warn or cite violators. On-going police enforcement will also be required after the initial months.

Less labor intensive, technological solutions could also be developed that would assist with enforcement, although no "off-the-shelf" enforcement tools currently exist. The most promising tool would be a technology similar to red light enforcement cameras that would detect vehicles other than buses traveling through an intersection in the right lane, take a photograph, and transmit it to a processing center for issuance of a citation to the driver. The currently missing step in this technology is a means to classify vehicle types in real time; this could be achieve either through a video detection algorithm or through radio transmission of an identifying signal by authorized vehicles (buses). Under current state law, such photo enforcement could likely only be used to provide a warning to violators. State authorization would most likely be required to permit a local jurisdiction to implement such an enforcement system.

14.0 "OPENING DAY" ANALYSIS

An "opening day" scenario was performed for the Wilshire BRT project in which the bus lanes are implemented in 2012 and there is no change in automobile traffic patterns. Prior to the actual implementation of the project, there will be a period of public notification about the project and education about the rules of operation. Portions of the curb lane of Wilshire Boulevard will be repaved, and the mitigation measures identified in this study will be implemented. Since all of these items will in fact occur prior to the implementation of the project, the traveling public will be able to adjust travel patterns in anticipation. In the first weeks after project implementation, drivers will continue to adjust their travel routes, times, and modes in response to observed traffic conditions, just as they do during any event that changes roadway capacity. Drivers will 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.

The year 2012 transportation network assumed in the "opening day" scenario is the same as that for the other year 2012 analyses.

Since this scenario by definition assumes that there will be no traffic diversion to other corridors, it produces no potential for increased delays at intersections other than those on Wilshire Boulevard itself. Therefore, the intersections analyzed for this scenario are limited to the 17 study intersections on Wilshire Boulevard.

Analysis of this scenario is not required under the California Environmental Quality Act (CEQA) or the National Environmental Policy Act (NEPA). Results of this analysis do not constitute project impacts because this scenario is not a realistic assessment of traffic conditions with implementation of the project, nor would "impacts" on a single day (or even during a short transition period) constitute significant impacts under the requirements of either of these laws.

14.1 Year 2012 "Opening Day" With Proposed Project Levels of Service

A level of service analysis of Wilshire Boulevard intersections was conducted to evaluate year 2012 "opening day" with Proposed Project intersection operations. Detailed level of service calculations can be found in **Appendix B**. **Table 14-1** presents the year 2012 "opening day" with Proposed Project intersection operating conditions during the a.m. peak hour at the 17 study intersections along Wilshire Boulevard.

Table 14-1: Year 2012 "Opening Day" With Proposed Project AM Peak Hour Intersection LOS

Intersection	2012 Without Project		2012 "Opening Day" With Proposed Project		Adversely Affected
	Delay (sec)	LOS	Delay (sec)	LOS	
4. Centinela Ave/Wilshire Blvd	8.0	A	10.0	A	Yes
5. Bundy Dr/Wilshire Blvd	60.3	E	96.2	F	Yes
6. Barrington Ave/Wilshire Blvd	38.1	D	55.5	E	Yes
7. Federal Ave/Wilshire Blvd	67.8	E	62.2	E	No
8. Sepulveda Blvd/Wilshire Blvd	207.8	F	208.0	F	Yes
9. Veteran Ave/Wilshire Blvd	236.4	F	351.3	F	Yes
10. Westwood Blvd/Wilshire Blvd	66.8	E	122.4	F	Yes
11. Beverly Glen Blvd/Wilshire Blvd	34.5	C	31.6	C	No
12. Comstock Ave/Wilshire Blvd	20.6	C	29.0	C	Yes
52. San Vicente Blvd/Wilshire Blvd	76.2	E	115.4	F	Yes
53. Fairfax Ave/Wilshire Blvd	104.0	F	166.4	F	Yes
54. La Brea Ave/Wilshire Blvd	37.5	D	86.7	F	Yes
55. Highland Ave/Wilshire Blvd	44.2	D	100.6	F	Yes
56. Crenshaw Blvd/Wilshire Blvd	31.9	C	35.2	D	Yes
57. Western Ave/Wilshire Blvd	56.8[1]	D	137.7[1]	F	Yes
58. Vermont Ave/Wilshire Blvd	60.1	E	135.1	F	Yes
59. Alvarado St/Wilshire Blvd	23.0	C	95.1	F	Yes

Notes:
HCM 2000 Operations Methodology
Delay = Average Vehicle Delay (Seconds), LOS = Level of Service
1 = Delay was revised to provide consistency with the modeling results presented in the technical appendices of the Draft EIR/EA that was circulated for public review in June 2010.

Table 14-2 presents the year 2012 "opening day" with Proposed Project intersection operating conditions during the p.m. peak hour at the 17 study intersections along Wilshire Boulevard.

TABLE 14-2: YEAR 2012 "OPENING DAY" WITH PROPOSED PROJECT PM PEAK HOUR INTERSECTION LOS

Intersection	2012 Without Project		2012 "Opening Day" With Proposed Project		Adversely Affected
	Delay (sec)	LOS	Delay (sec)	LOS	
4. Centinela Ave/Wilshire Blvd	8.3	A	8.2	A	No
5. Bundy Dr/Wilshire Blvd	77.2	E	90.9	F	Yes
6. Barrington Ave/Wilshire Blvd	32.9	C	74.4	E	Yes
7. Federal Ave/Wilshire Blvd	49.9	D	49.7	D	No
8. Sepulveda Blvd/Wilshire Blvd	111.5	F	111.5	F	No
9. Veteran Ave/Wilshire Blvd	114.9	F	218.2	F	Yes
10. Westwood Blvd/Wilshire Blvd	62.7	E	84.1	F	Yes
11. Beverly Glen Blvd/Wilshire Blvd	38.1	D	34.5	C	No
12. Comstock Ave/Wilshire Blvd	25.7	C	31.5	C	Yes
52. San Vicente Blvd/Wilshire Blvd	116.6	F	131.3	F	Yes
53. Fairfax Ave/Wilshire Blvd	151.5	F	209.8	F	Yes
54. La Brea Ave/Wilshire Blvd	34.8	C	65.3	E	Yes
55. Highland Ave/Wilshire Blvd	38.6	D	60.0	E	Yes
56. Crenshaw Blvd/Wilshire Blvd	21.5	C	25.2	C	Yes
57. Western Ave/Wilshire Blvd	111.1[1]	F	171.4[1]	F	Yes
58. Vermont Ave/Wilshire Blvd	65.8	E	129.4	F	Yes
59. Alvarado St/Wilshire Blvd	30.4	C	120.5	F	Yes

Notes:
HCM 2000 Operations Methodology
Delay = Average Vehicle Delay (Seconds), LOS = Level of Service
1 = Delay was revised to provide consistency with the modeling results presented in the technical appendices of the Draft EIR/EA that was circulated for public review in June 2010.

14.2 YEAR 2012 "OPENING DAY" WITH PROJECT ALTERNATIVE A LEVELS OF SERVICE

A level of service analysis of Wilshire Boulevard intersections was conducted to evaluate year 2012 "opening day" with Project Alternative A intersection operations. Detailed level of service calculations can be found in **Appendix B**. **Table 14-3** presents the year 2012 "opening day" with Project Alternative A intersection operating conditions during the a.m. peak hour at the 17 study intersections along Wilshire Boulevard.

TABLE 14-3: YEAR 2012 "OPENING DAY" WITH PROJECT ALTERNATIVE A AM PEAK HOUR INTERSECTION LOS

Intersection	2012 Without Project		2012 "Opening Day" With Project Alternative A		Adversely Affected
	Delay (sec)	LOS	Delay (sec)	LOS	
4. Centinela Ave/Wilshire Blvd	8.0	A	10.0	B	Yes
5. Bundy Dr/Wilshire Blvd	60.3	E	156.5	F	Yes
6. Barrington Ave/Wilshire Blvd	38.1	D	55.5	E	Yes
7. Federal Ave/Wilshire Blvd	67.8	E	61.6	E	No
8. Sepulveda Blvd/Wilshire Blvd	207.8	F	208.0	F	Yes
9. Veteran Ave/Wilshire Blvd	236.4	F	236.6	F	Yes
10. Westwood Blvd/Wilshire Blvd	66.8	E	122.4	F	Yes
11. Beverly Glen Blvd/Wilshire Blvd	34.5	C	126.9	F	Yes
12. Comstock Ave/Wilshire Blvd	20.6	C	25.4	C	Yes
52. San Vicente Blvd/Wilshire Blvd	76.2	E	115.4	F	Yes
53. Fairfax Ave/Wilshire Blvd	104.0	F	166.4	F	Yes
54. La Brea Ave/Wilshire Blvd	37.5	D	86.7	F	Yes
55. Highland Ave/Wilshire Blvd	44.2	D	100.6	F	Yes
56. Crenshaw Blvd/Wilshire Blvd	31.9	C	35.2	D	Yes
57. Western Ave/Wilshire Blvd	56.8[1]	D	137.7[1]	F	Yes
58. Vermont Ave/Wilshire Blvd	60.1	E	136.3	F	Yes
59. Alvarado St/Wilshire Blvd	23.0	C	23.1	C	Yes

Notes:
HCM 2000 Operations Methodology
Delay = Average Vehicle Delay (Seconds), LOS = Level of Service
1 = Delay was revised to provide consistency with the modeling results presented in the technical appendices of the Draft EIR/EA that was circulated for public review in June 2010.

Table 14-4 presents the year 2012 "opening day" with Project Alternative A intersection operating conditions during the p.m. peak hour at the 17 study intersections along Wilshire Boulevard.

TABLE 14-4: YEAR 2012 "OPENING DAY" WITH PROJECT ALTERNATIVE A PM PEAK HOUR INTERSECTION LOS

Intersection	2012 Without Project		2012 "Opening Day" With Project Alternative A		Adversely Affected
	Delay (sec)	LOS	Delay (sec)	LOS	
4. Centinela Ave/Wilshire Blvd	8.3	A	8.2	A	No
5. Bundy Dr/Wilshire Blvd	77.2	E	163.2	F	Yes
6. Barrington Ave/Wilshire Blvd	32.9	C	74.4	E	Yes
7. Federal Ave/Wilshire Blvd	49.9	D	49.2	D	No
8. Sepulveda Blvd/Wilshire Blvd	111.5	F	111.6	F	Yes
9. Veteran Ave/Wilshire Blvd	114.9	F	114.3	F	No
10. Westwood Blvd/Wilshire Blvd	62.7	E	84.1	F	Yes
11. Beverly Glen Blvd/Wilshire Blvd	38.1	D	119.7	F	Yes
12. Comstock Ave/Wilshire Blvd	25.7	C	29.5	C	Yes
52. San Vicente Blvd/Wilshire Blvd	116.6	F	131.3	F	Yes
53. Fairfax Ave/Wilshire Blvd	151.5	F	209.8	F	Yes
54. La Brea Ave/Wilshire Blvd	34.8	C	65.3	E	Yes
55. Highland Ave/Wilshire Blvd	38.6	D	60.0	E	Yes
56. Crenshaw Blvd/Wilshire Blvd	21.5	C	25.2	C	Yes
57. Western Ave/Wilshire Blvd	111.1[1]	F	171.4[1]	F	Yes
58. Vermont Ave/Wilshire Blvd	65.8	E	130.9	F	Yes
59. Alvarado St/Wilshire Blvd	30.4	C	30.0	C	No

Notes:
HCM 2000 Operations Methodology
Delay = Average Vehicle Delay (Seconds), LOS = Level of Service
1 = Delay was revised to provide consistency with the modeling results presented in the technical appendices of the Draft EIR/EA that was circulated for public review in June 2010.

14.3 YEAR 2012 "OPENING DAY" WITH PROJECT ALTERNATIVE A-1 LEVELS OF SERVICE

Traffic operations at the Wilshire Boulevard study intersections for year 2012 "Opening Day" with Project Alternative A-1 conditions would be identical to year 2012 "Opening Day" with Project Alternative A conditions, with the exception of the Beverly Glen Boulevard/Wilshire Boulevard and Comstock Avenue/Wilshire Boulevard intersections. Since Project Alternative A-1 does not include a bus lane at these two locations, levels of service at these two locations would be identical to no project conditions.

14.4 YEAR 2012 "OPENING DAY" WITH PROJECT ALTERNATIVE A-2 LEVELS OF SERVICE

Traffic operations at the Wilshire Boulevard study intersections for year 2012 "Opening Day" with Project Alternative A-2 conditions would be identical to year 2012 "Opening Day" with Project Alternative A conditions, with the exception of all study intersections west of the City of Beverly Hills. Since Project Alternative A-2 does not include a bus lane west of the City of Beverly Hills, levels of service at these locations would be identical to no project conditions.

15.0 ALTERNATIVES NOT CONSIDERED FOR FURTHER EVALUATION

As part of the project development process, LACMTA, in coordination with LADOT and based on community input, developed two additional project alternatives that are not being further evaluated. These alternatives are briefly discussed below.

15.1 PROJECT ALTERNATIVE B - TRUNCATED PROJECT

At the eastern end, this alternative is similar to the Project Alternative A, in that it deletes the bus lanes between South Park View Street and Valencia Avenue where Wilshire Boulevard is currently only two lanes in each direction. At the western end, it is similar to the Proposed Project, in that it removes the jut-outs on Wilshire Boulevard to create a new lane for buses between Malcolm Avenue and Comstock Avenue. The traffic impacts of this alternative would be very similar to those of the Project Alternative A east of the City of Beverly Hills and very similar to those of the Proposed Project west of the City of Beverly Hills. This alternative is not being evaluated further because most public comment supported either 1) implementing the bus lanes for the entire length of the Proposed Project, or 2) retention of the jut-outs and existing landscape. This alternative would not address either of these concerns.

15.2 PROJECT ALTERNATIVE C - MINI BUS LANES

As described in LADOT's April 19, 2007 City Council Report, this alternative would create "mini" bus lanes along short segments of Wilshire Boulevard around highly congested intersections. It would also provide some operational improvements to the traffic signals on Wilshire Boulevard to enhance the Transit Priority System. Specifically, this alternative includes the following elements:

- Enhanced Transit Priority System, including near-side signal priority, reduced signal recovery period, added green time for Wilshire Boulevard, etc.
- Pavement marking to try to prevent traffic from blocking the congested intersections
- Relocation of selected bus stops to improve bus operations
- Removal of some on-street parking spaces to facilitate bus operations
- Repair curb lane pavement in selected segments
- Installation of 200 concrete bus pads at the nearside of all signalized intersections and bus stops
- 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 Avenue to Gayley Avenue)

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.

16.0 CONCLUSIONS

The *Proposed Project* results in significant traffic impacts at 18 intersections in 2012 and 19 intersections in 2020. Since several intersections are impacted in one year but not in the other, a total of 21 intersections are significantly impacted by the Proposed Project in at least one of the years. With implementation of the recommended mitigation measures, 12 of the 21 significantly impacted intersections are reduced to a level considered less than significant with Proposed Project conditions. Signal upgrades at five of the remaining nine significantly impacted intersections further reduce the project's impact during a.m. and/or p.m. peak hour conditions by an average of 32%, but not enough to fully mitigate the project's impact. The following intersections are forecast to remain significantly impacted in either year 2012 or 2020 with Proposed Project conditions since no feasible mitigation measure that fully mitigates the project's impact could be identified:

- Veteran Avenue/Sunset Boulevard;
- Bundy Drive/Wilshire Boulevard (partial mitigation measure);
- Veteran Avenue/Santa Monica Boulevard (partial mitigation measure);
- Overland Avenue/Santa Monica Boulevard;
- Westwood Boulevard/Olympic Boulevard (partial mitigation measure);
- Westwood Boulevard/Pico Boulevard;
- Overland Avenue/Pico Boulevard;
- Fairfax Avenue/Wilshire Boulevard (partial mitigation measure); and
- La Brea Avenue/Wilshire Boulevard (partial mitigation measure).

The *Project Alternative A* results in significant traffic impacts at 15 intersections in 2012 and 14 intersections in 2020. Since several intersections are impacted in one year but not in the other, a total of 19 intersections are significantly impacted by the Project Alternative A in at least one of the years. With implementation of the recommended mitigation measures, 10 of the 19 significantly impacted intersections are reduced to a level considered less than significant with Project Alternative A conditions. Signal upgrades at five of the remaining nine significantly impacted intersections further reduce the project's impact during a.m. and/or p.m. peak hour conditions by an average of 25%, but not enough to fully mitigate the project's impact. The following intersections are forecast to remain significantly impacted in either year 2012 or year 2020 with Project Alternative A conditions since no feasible mitigation measure that fully mitigates the project's impact could be identified:

- Veteran Avenue/Sunset Boulevard;
- Bundy Drive/Wilshire Boulevard (partial mitigation measure);
- Veteran Avenue/Santa Monica Boulevard (partial mitigation measure);
- Overland Avenue/Santa Monica Boulevard;
- Beverly Glen Boulevard/Santa Monica Boulevard;
- Westwood Boulevard/Olympic Boulevard (partial mitigation measure);
- Westwood Boulevard/Pico Boulevard;
- Fairfax Avenue/Wilshire Boulevard (partial mitigation measure); and
- La Brea Avenue/Wilshire Boulevard (partial mitigation measure).

The *Project Alternative A-1* results in significant traffic impacts at 10 intersections in 2012 and 13 intersections in 2020. Since several intersections are impacted in one year but not in the other, a total of 14 intersections are significantly impacted by the Project Alternative A-1 in at least one of the years. With implementation of the recommended mitigation measures, 6 of the 14 significantly impacted intersections are reduced to a level considered less than significant with Project Alternative A-1 conditions. Signal upgrades at three of the remaining eight significantly impacted intersections further reduce the project's impact during a.m. and/or p.m. peak hour conditions by an average of 31%, but not enough to fully mitigate the project's impact. The following intersections are forecast to remain significantly impacted in either year 2012 or year 2020 with Project Alternative A-1 conditions since no feasible mitigation measure that fully mitigates the project's impact could be identified:

- Veteran Avenue/Sunset Boulevard;
- Bundy Drive/Wilshire Boulevard (partial mitigation measure);
- Overland Avenue/Santa Monica Boulevard;
- Beverly Glen Boulevard/Santa Monica Boulevard;
- Westwood Boulevard/Pico Boulevard;
- Overland Avenue/Pico Boulevard;
- Fairfax Avenue/Wilshire Boulevard (partial mitigation measure); and
- La Brea Avenue/Wilshire Boulevard (partial mitigation measure).

The *Project Alternative A-2* results in significant traffic impacts at 8 intersections in 2012 and 7 intersections in 2020. Since several intersections are impacted in one year but not in the other, a total of 10 intersections are significantly impacted by the Project Alternative A-2 in at least one of the years.

With implementation of the recommended mitigation measures, 4 of the 10 significantly impacted intersections are reduced to a level considered less than significant with Project Alternative A-2 conditions. Signal upgrades at two of the remaining six significantly impacted intersections further reduce the project's impact during a.m. and/or p.m. peak hour conditions by an average of 35%, but not enough to fully mitigate the project's impact. The following intersections are forecast to remain significantly impacted in either year 2012 or year 2020 with Project Alternative A-2 conditions since no feasible mitigation measure that fully mitigates the project's impact could be identified:

- Veteran Avenue/Sunset Boulevard;
- Overland Avenue/Santa Monica Boulevard;
- Westwood Boulevard/Pico Boulevard;
- Overland Avenue/Pico Boulevard;
- Fairfax Avenue/Wilshire Boulevard (partial mitigation measure); and
- La Brea Avenue/Wilshire Boulevard (partial mitigation measure).

Submitted by:

ITERIS

WILSHIRE BOULEVARD BUS RAPID TRANSIT PROJECT TECHNICAL APPENDICES

Administrative Review Draft

Submitted to:

LACMTA

April 1, 2011

J08-1643

APPENDIX A: EXISTING TRAFFIC VOLUMES

City Traffic Counters
626.256.4171

File Name : VetSunset
Site Code : 00000000
Start Date : 10/23/2008
Page No : 1

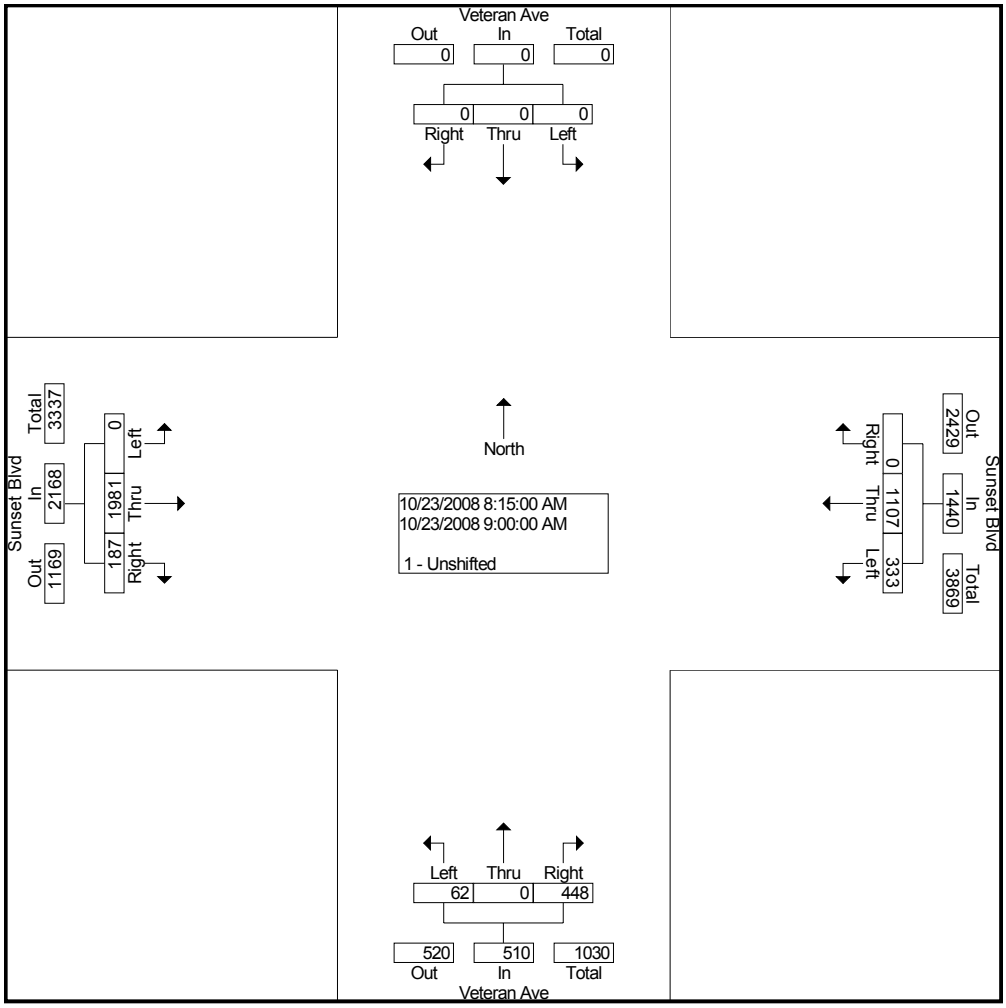
Groups Printed- 1 - Unshifted

	Veteran Ave Southbound			Sunset Blvd Westbound			Veteran Ave Northbound			Sunset Blvd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	0	0	0	33	219	0	6	0	38	0	284	25	605
07:15 AM	0	0	0	59	257	0	12	0	45	0	430	34	837
07:30 AM	0	0	0	68	280	0	7	0	78	0	509	50	992
07:45 AM	0	0	0	82	303	0	21	0	95	0	510	49	1060
Total	0	0	0	242	1059	0	46	0	256	0	1733	158	3494
08:00 AM	0	0	0	73	268	0	16	0	98	0	475	47	977
08:15 AM	0	0	0	99	260	0	18	0	137	0	475	45	1034
08:30 AM	0	0	0	63	283	0	14	0	106	0	512	45	1023
08:45 AM	0	0	0	105	291	0	13	0	115	0	488	51	1063
Total	0	0	0	340	1102	0	61	0	456	0	1950	188	4097
09:00 AM	0	0	0	66	273	0	17	0	90	0	506	46	998
09:15 AM	0	0	0	82	242	0	15	0	98	0	451	52	940
09:30 AM	0	0	0	79	276	0	15	0	90	0	476	70	1006
09:45 AM	0	0	0	71	265	0	16	0	117	0	438	64	971
Total	0	0	0	298	1056	0	63	0	395	0	1871	232	3915
04:00 PM	0	0	0	67	454	0	95	0	86	0	256	21	979
04:15 PM	0	0	0	67	383	0	95	0	80	0	253	17	895
04:30 PM	0	0	0	66	405	0	76	0	104	0	300	19	970
04:45 PM	0	0	0	57	432	0	106	0	115	0	248	26	984
Total	0	0	0	257	1674	0	372	0	385	0	1057	83	3828
05:00 PM	0	0	0	75	409	0	77	0	101	0	292	40	994
05:15 PM	0	0	0	83	429	0	111	0	126	0	287	27	1063
05:30 PM	0	0	0	64	472	0	87	0	93	0	282	36	1034
05:45 PM	0	0	0	54	413	0	102	0	111	0	261	33	974
Total	0	0	0	276	1723	0	377	0	431	0	1122	136	4065
06:00 PM	0	0	0	77	451	0	79	0	82	0	329	44	1062
06:15 PM	0	0	0	61	392	0	81	0	104	0	290	45	973
06:30 PM	0	0	0	49	433	0	80	0	83	0	326	42	1013
06:45 PM	0	0	0	52	420	0	60	0	102	0	290	29	953
Total	0	0	0	239	1696	0	300	0	371	0	1235	160	4001
Grand Total	0	0	0	1652	8310	0	1219	0	2294	0	8968	957	23400
Apprch %	0.0	0.0	0.0	16.6	83.4	0.0	34.7	0.0	65.3	0.0	90.4	9.6	
Total %	0.0	0.0	0.0	7.1	35.5	0.0	5.2	0.0	9.8	0.0	38.3	4.1	

City Traffic Counters
626.256.4171

File Name : VetSunset
Site Code : 00000000
Start Date : 10/23/2008
Page No : 2

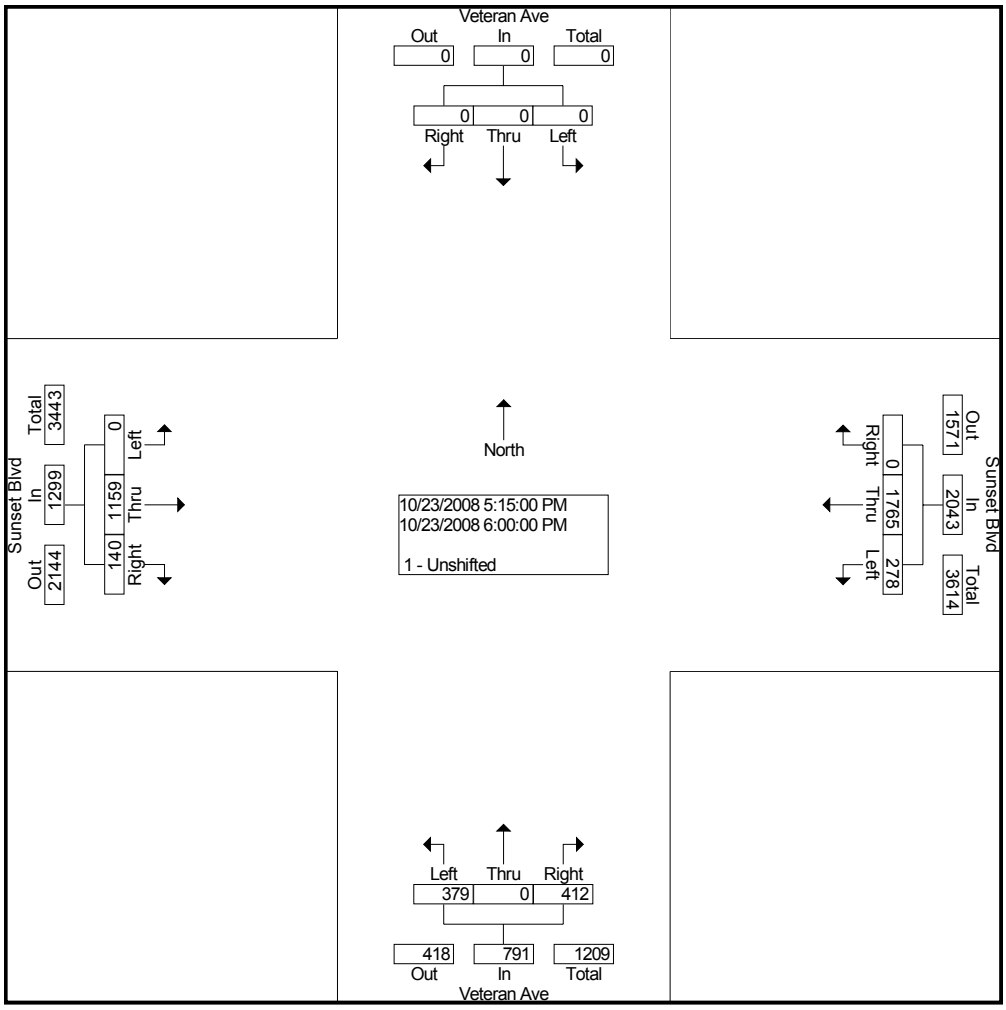
	Veteran Ave Southbound				Sunset Blvd Westbound				Veteran Ave Northbound				Sunset Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 01:00 PM - Peak 1 of 1																	
Intersection	08:15 AM																
Volume	0	0	0	0	333	1107	0	1440	62	0	448	510	0	1981	187	2168	4118
Percent	0.0	0.0	0.0		23.1	76.9	0.0		12.2	0.0	87.8		0.0	91.4	8.6		
08:45 Volume	0	0	0	0	105	291	0	396	13	0	115	128	0	488	51	539	1063
Peak Factor																	0.968
High Int.	6:45:00 AM				08:45 AM				08:15 AM				08:30 AM				
Volume	0	0	0	0	105	291	0	396	18	0	137	155	0	512	45	557	
Peak Factor								0.909				0.823				0.973	



City Traffic Counters
626.256.4171

File Name : VetSunset
Site Code : 00000000
Start Date : 10/23/2008
Page No : 3

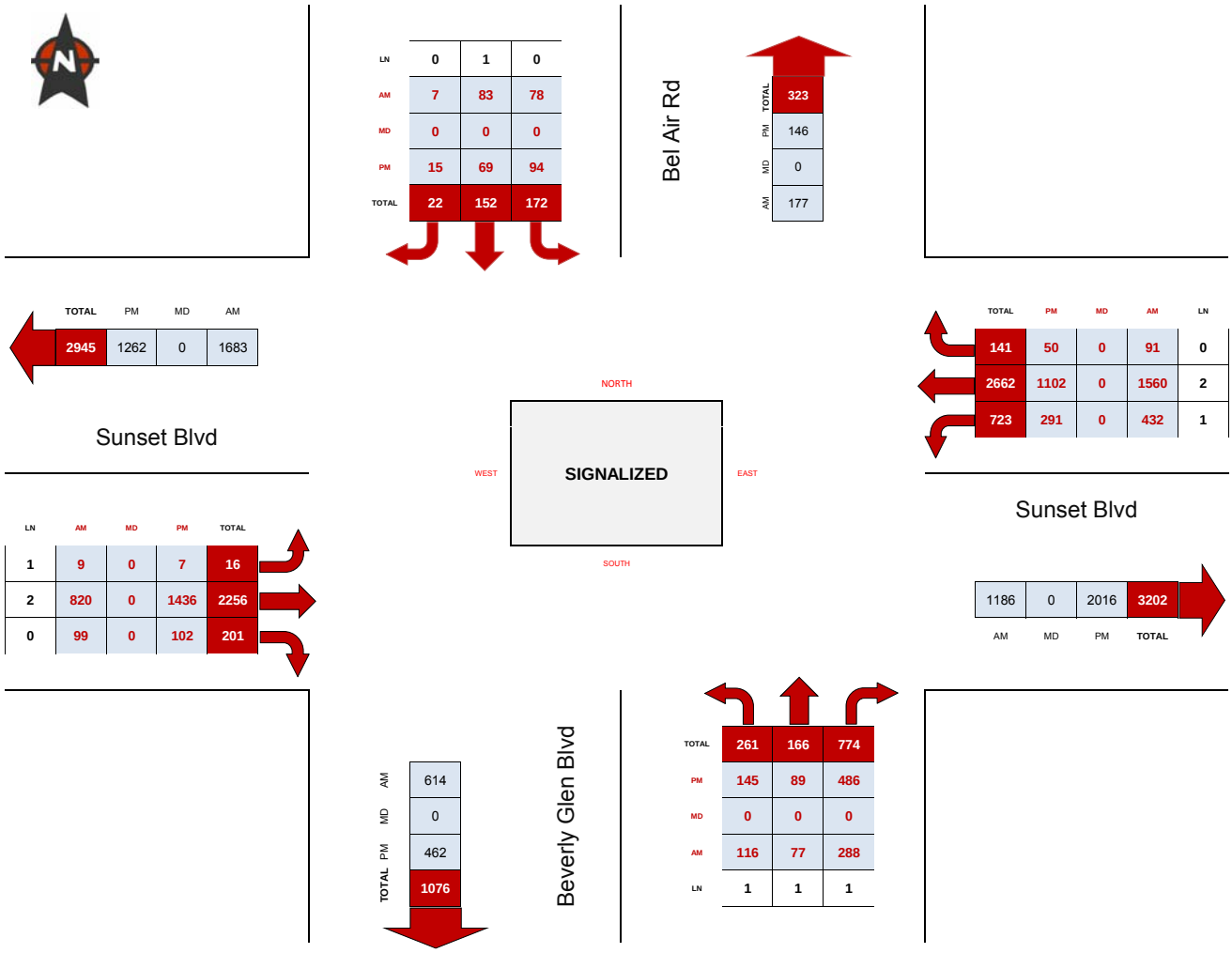
	Veteran Ave Southbound				Sunset Blvd Westbound				Veteran Ave Northbound				Sunset Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 01:15 PM to 06:45 PM - Peak 1 of 1																	
Intersection	05:15 PM																
Volume	0	0	0	0	278	1765	0	2043	379	0	412	791	0	1159	140	1299	4133
Percent	0.0	0.0	0.0		13.6	86.4	0.0		47.9	0.0	52.1		0.0	89.2	10.8		
05:15 Volume	0	0	0	0	83	429	0	512	111	0	126	237	0	287	27	314	1063
Peak Factor																	0.972
High Int.					05:30 PM				05:15 PM				06:00 PM				
Volume	0	0	0	0	64	472	0	536	111	0	126	237	0	329	44	373	
Peak Factor								0.953				0.834				0.871	



PEAK HOUR ITM SUMMARY (ALL VEHICLES)

#001 Beverly Glen Blvd / Bel Air Rd & Sunset Blvd

LOCATION #:	001	QTD PRJ #:	080258	AM PEAK:	730 AM
NORTH / SOUTH:	Beverly Glen Blvd / Bel Air Rd	DATE:	Tuesday, October 21, 2008	MD PEAK:	
EAST / WEST:	Sunset Blvd	VICINITY:	LOS ANGELES, CA	PM PEAK:	445 PM



AM COUNT	7:00 AM	TO	10:00 AM	MD COUNT	-	TO	-	PM COUNT	4:00 PM	TO	7:00 PM

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TURNING MOVEMENT COUNT (ALL VEHICLES)

2892

#001 Beverly Glen Blvd / Bel Air Rd & Sunset Blvd - AM PEAK

LOCATION #:	001	QTD PRJ #:	080258
NORTH / SOUTH:	Beverly Glen Blvd / Bel Air Rd	DATE:	Tuesday, October 21, 2008
EAST / WEST:	Sunset Blvd	VICINITY:	LOS ANGELES, CA

DIRECTION:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTALS:
LANES:	1	1	1	0	1	0	1	2	0	1	2	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	14	23	56	7	11	4	1	117	14	86	351	21	705
7:15 AM	20	22	65	14	14	2	2	166	15	88	378	27	813
7:30 AM	26	25	76	18	17	1	5	215	17	93	402	28	923
7:45 AM	29	19	73	19	21	2	1	203	24	104	400	23	918
8:00 AM	33	16	74	21	25	3	2	192	31	116	390	19	922
8:15 AM	28	17	65	20	20	1	1	210	27	119	368	21	897
8:30 AM	24	19	57	23	15	7	5	229	24	122	355	18	898
8:45 AM	23	20	58	21	12	4	3	229	18	117	349	15	869
9:00 AM	19	15	54	19	8	3	4	217	16	120	342	17	834
9:15 AM	16	14	56	23	11	6	2	219	14	112	342	15	830
9:30 AM	16	15	55	20	7	2	5	217	11	110	341	12	811
9:45 AM	17	12	55	18	9	2	1	201	12	115	332	13	787
10:00 AM													
10:15 AM													
10:30 AM													

VOLUME STATS:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
TOTAL:	265	217	744	223	170	37	32	2415	223	1302	4350	229	10207
P.H.V: (1)	116	77	288	78	83	7	9	820	99	432	1560	91	3660
P.H.F: (2)		0.947			0.857			0.975			0.988		0.991

(1) Peak Hour Volume (Peak Hour Begins At 730 AM)
(2) Peak Hour Factor (directional aggregate)

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TURNING MOVEMENT COUNT (ALL VEHICLES)

#001 Beverly Glen Blvd / Bel Air Rd & Sunset Blvd - PM PEAK

LOCATION #:	001	QTD PRJ #:	080258
NORTH / SOUTH:	Beverly Glen Blvd / Bel Air Rd	DATE:	Tuesday, October 21, 2008
EAST / WEST:	Sunset Blvd	VICINITY:	LOS ANGELES, CA

DIRECTION:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTALS:
LANES:	1	1	1	0	1	0	1	2	0	1	2	0	
4:00 PM	19	10	130	24	7	4	0	340	19	76	255	11	895
4:15 PM	27	12	127	20	11	3	1	346	21	78	254	8	908
4:30 PM	36	12	120	23	15	4	2	345	24	79	255	6	921
4:45 PM	34	14	121	21	12	2	0	356	27	74	273	10	944
5:00 PM	29	17	118	23	15	8	1	370	30	69	284	14	978
5:15 PM	37	26	122	27	19	4	2	356	26	72	280	12	983
5:30 PM	45	32	125	23	23	1	4	354	19	76	265	14	981
5:45 PM	33	24	120	22	18	2	2	351	16	75	269	11	943
6:00 PM	28	21	116	24	16	1	1	332	16	80	270	9	914
6:15 PM	22	19	119	19	13	1	3	316	14	76	262	8	872
6:30 PM	25	15	102	17	15	3	1	328	12	78	257	9	862
6:45 PM	21	17	113	15	11	2	2	316	11	80	244	7	839

VOLUME STATS:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
TOTAL:	356	219	1433	258	175	35	19	4110	235	913	3168	119	11040
P.H.V: (1)	145	89	486	94	69	15	7	1436	102	291	1102	50	3886
P.H.F: (2)		0.891			0.890			0.963			0.983		0.988

(1) Peak Hour Volume (Peak Hour Begins At 445 PM)
(2) Peak Hour Factor (directional aggregate)

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TURNING MOVEMENT COUNT (AUTOS)

2894

#001 Beverly Glen Blvd / Bel Air Rd & Sunset Blvd - AM PEAK

LOCATION #:	001	QTD PRJ #:	080258
NORTH / SOUTH:	Beverly Glen Blvd / Bel Air Rd	DATE:	Tuesday, October 21, 2008
EAST / WEST:	Sunset Blvd	VICINITY:	LOS ANGELES, CA

DIRECTION:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTALS:
LANES:	1	1	1	0	1	0	1	2	0	1	2	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	14	23	56	7	11	4	1	109	13	85	351	21	695
7:15 AM	19	22	65	14	14	2	2	163	15	88	375	27	806
7:30 AM	26	24	76	18	17	1	3	212	17	93	399	27	913
7:45 AM	28	19	73	19	21	2	1	195	24	104	395	23	904
8:00 AM	30	15	72	21	25	2	2	188	31	116	390	19	911
8:15 AM	28	16	62	20	20	1	1	202	24	119	367	21	881
8:30 AM	23	18	55	22	15	7	5	224	23	121	346	18	877
8:45 AM	22	18	57	21	12	3	2	223	18	116	345	14	851
9:00 AM	18	15	52	19	8	3	4	215	16	120	341	16	827
9:15 AM	15	13	56	22	11	5	2	217	13	112	337	15	818
9:30 AM	13	15	55	20	7	2	4	210	11	109	335	12	793
9:45 AM	17	11	53	18	9	2	1	198	12	114	327	13	775
10:00 AM													
10:15 AM													
10:30 AM													

VOLUME STATS:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
TOTAL:	253	209	732	221	170	34	28	2356	217	1297	4308	226	10051
P.H.V: (1)	112	74	283	78	83	6	7	797	96	432	1551	90	3609
P.H.F: (2)		0.931			0.870			0.970			0.987		0.988

(1) Peak Hour Volume (Peak Hour Begins At 730 AM)
(2) Peak Hour Factor (directional aggregate)

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TURNING MOVEMENT COUNT (AUTOS)

#001 Beverly Glen Blvd / Bel Air Rd & Sunset Blvd - PM PEAK

LOCATION #:	001	QTD PRJ #:	080258
NORTH / SOUTH:	Beverly Glen Blvd / Bel Air Rd	DATE:	Tuesday, October 21, 2008
EAST / WEST:	Sunset Blvd	VICINITY:	LOS ANGELES, CA

DIRECTION:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTALS:
LANES:	1	1	1	0	1	0	1	2	0	1	2	0	
4:00 PM	19	10	130	24	7	4	0	339	19	76	255	11	894
4:15 PM	27	12	126	19	11	3	1	345	18	77	251	7	897
4:30 PM	35	11	120	23	15	4	2	342	24	79	250	6	911
4:45 PM	34	14	121	20	11	1	0	355	27	73	272	10	938
5:00 PM	29	16	118	22	15	8	1	369	30	69	281	14	972
5:15 PM	37	26	122	26	18	4	2	356	26	72	278	12	979
5:30 PM	45	32	124	22	23	1	4	351	19	76	265	14	976
5:45 PM	32	24	120	22	18	2	2	350	15	75	269	11	940
6:00 PM	28	21	115	23	16	1	1	331	15	80	268	9	908
6:15 PM	22	19	119	19	13	1	3	316	13	76	261	8	870
6:30 PM	25	15	102	17	15	3	1	328	12	78	257	9	862
6:45 PM	21	17	113	15	11	2	2	316	11	80	244	7	839

VOLUME STATS:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
TOTAL:	354	217	1430	252	173	34	19	4098	229	911	3151	118	10986
P.H.V: (1)	143	98	484	92	74	15	9	1426	90	292	1093	51	3867
P.H.F: (2)		0.902			0.943			0.953			0.986		0.987

(1) Peak Hour Volume (Peak Hour Begins At 500 PM)
(2) Peak Hour Factor (directional aggregate)

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TURNING MOVEMENT COUNT (2-AXLE TRUCKS)

2896

#001 Beverly Glen Blvd / Bel Air Rd & Sunset Blvd - AM PEAK

LOCATION #:	001	QTD PRJ #:	080258
NORTH / SOUTH:	Beverly Glen Blvd / Bel Air Rd	DATE:	Tuesday, October 21, 2008
EAST / WEST:	Sunset Blvd	VICINITY:	LOS ANGELES, CA

DIRECTION:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTALS:
LANES:	1	1	1	0	1	0	1	2	0	1	2	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	0	0	0	0	0	0	0	6	0	1	0	0	7
7:15 AM	1	0	0	0	0	0	0	2	0	0	3	0	6
7:30 AM	0	0	0	0	0	0	1	3	0	0	2	0	6
7:45 AM	0	0	0	0	0	0	0	5	0	0	3	0	8
8:00 AM	3	1	2	0	0	0	0	3	0	0	0	0	9
8:15 AM	0	0	2	0	0	0	0	7	2	0	1	0	12
8:30 AM	1	0	1	1	0	0	0	4	0	1	7	0	15
8:45 AM	1	1	0	0	0	0	1	3	0	1	3	1	11
9:00 AM	1	0	0	0	0	0	0	2	0	0	0	1	4
9:15 AM	1	1	0	0	0	0	0	0	1	0	3	0	6
9:30 AM	3	0	0	0	0	0	1	6	0	1	5	0	16
9:45 AM	0	1	2	0	0	0	0	2	0	1	4	0	10
10:00 AM													
10:15 AM													
10:30 AM													

VOLUME STATS:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
TOTAL:	11	4	7	1	0	0	3	43	3	5	31	2	110
P.H.V: (1)	5	2	5	1	0	0	1	17	2	2	11	1	47
P.H.F: (2)		0.500			0.250			0.556			0.438		0.783

(1) Peak Hour Volume (Peak Hour Begins At 800 AM)
(2) Peak Hour Factor (directional aggregate)

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TURNING MOVEMENT COUNT (2-AXLE TRUCKS)

#001 Beverly Glen Blvd / Bel Air Rd & Sunset Blvd - PM PEAK

LOCATION #:	001	QTD PRJ #:	080258
NORTH / SOUTH:	Beverly Glen Blvd / Bel Air Rd	DATE:	Tuesday, October 21, 2008
EAST / WEST:	Sunset Blvd	VICINITY:	LOS ANGELES, CA

DIRECTION:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTALS:
LANES:	1	1	1	0	1	0	1	2	0	1	2	0	
4:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:15 PM	0	0	0	1	0	0	0	1	1	1	2	1	7
4:30 PM	1	0	0	0	0	0	0	3	0	0	0	0	4
4:45 PM	0	0	0	1	1	1	0	0	0	1	0	0	4
5:00 PM	0	0	0	1	0	0	0	1	0	0	2	0	4
5:15 PM	0	0	0	1	1	0	0	0	0	0	2	0	4
5:30 PM	0	0	1	1	0	0	0	3	0	0	0	0	5
5:45 PM	1	0	0	0	0	0	0	1	1	0	0	0	3
6:00 PM	0	0	1	1	0	0	0	1	0	0	2	0	5
6:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	

VOLUME STATS:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
TOTAL:	2	0	2	6	2	1	0	11	2	2	9	1	38
P.H.V: (1)	1	0	0	3	1	1	0	5	1	2	4	1	19
P.H.F: (2)		0.250			0.417			0.500			0.438		0.679

(1) Peak Hour Volume (Peak Hour Begins At 415 PM)
(2) Peak Hour Factor (directional aggregate)

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TURNING MOVEMENT COUNT (3-AXLE TRUCKS)

2898

#001 Beverly Glen Blvd / Bel Air Rd & Sunset Blvd - AM PEAK

LOCATION #:	001	QTD PRJ #:	080258
NORTH / SOUTH:	Beverly Glen Blvd / Bel Air Rd	DATE:	Tuesday, October 21, 2008
EAST / WEST:	Sunset Blvd	VICINITY:	LOS ANGELES, CA

DIRECTION:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTALS:
LANES:	1	1	1	0	1	0	1	2	0	1	2	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	1	0	0	0	0	1	0	0	0	1	1	4
7:45 AM	1	0	0	0	0	0	0	2	0	0	1	0	4
8:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	2
8:15 AM	0	0	1	0	0	0	0	1	0	0	0	0	2
8:30 AM	0	1	1	0	0	0	0	1	1	0	2	0	6
8:45 AM	0	0	0	0	0	1	0	3	0	0	1	0	5
9:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	2
9:15 AM	0	0	0	1	0	0	0	2	0	0	1	0	4
9:30 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
9:45 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
10:00 AM													
10:15 AM													
10:30 AM													

VOLUME STATS:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
TOTAL:	1	2	4	1	0	2	1	14	1	0	8	1	35
P.H.V: (1)	0	1	3	1	0	1	0	6	1	0	4	0	17
P.H.F: (2)		0.500			0.500			0.583			0.500		0.708

(1) Peak Hour Volume (Peak Hour Begins At 830 AM)
(2) Peak Hour Factor (directional aggregate)

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TURNING MOVEMENT COUNT (3-AXLE TRUCKS)

#001 Beverly Glen Blvd / Bel Air Rd & Sunset Blvd - PM PEAK

LOCATION #:	001	QTD PRJ #:	080258
NORTH / SOUTH:	Beverly Glen Blvd / Bel Air Rd	DATE:	Tuesday, October 21, 2008
EAST / WEST:	Sunset Blvd	VICINITY:	LOS ANGELES, CA

DIRECTION:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTALS:
LANES:	1	1	1	0	1	0	1	2	0	1	2	0	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	2	0	1	0	3
4:30 PM	0	0	0	0	0	0	0	0	0	0	3	0	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
6:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
6:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	

VOLUME STATS:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
TOTAL:	0	0	0	0	0	0	0	0	4	0	6	0	10
P.H.V: (1)	0	0	0	0	0	0	0	0	2	0	6	0	8
P.H.F: (2)		0.000			0.000			0.250			0.500		0.667

(1) Peak Hour Volume (Peak Hour Begins At 415 PM)
(2) Peak Hour Factor (directional aggregate)

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TURNING MOVEMENT COUNT (4-AXLE TRUCKS)

2900

#001 Beverly Glen Blvd / Bel Air Rd & Sunset Blvd - AM PEAK

LOCATION #:	001	QTD PRJ #:	080258
NORTH / SOUTH:	Beverly Glen Blvd / Bel Air Rd	DATE:	Tuesday, October 21, 2008
EAST / WEST:	Sunset Blvd	VICINITY:	LOS ANGELES, CA

DIRECTION:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTALS:
LANES:	1	1	1	0	1	0	1	2	0	1	2	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	1	0	0	0	0	0	0	1	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	2
9:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
9:15 AM	0	0	0	0	0	1	0	0	0	0	1	0	2
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 AM													
10:15 AM													
10:30 AM													

VOLUME STATS:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
TOTAL:	0	2	1	0	0	1	0	2	2	0	3	0	11
P.H.V: (1)	0	1	1	0	0	1	0	0	0	0	2	0	5
P.H.F: (2)		0.250			0.250			0.000			0.500		0.625

(1) Peak Hour Volume (Peak Hour Begins At 845 AM)
(2) Peak Hour Factor (directional aggregate)

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TURNING MOVEMENT COUNT (4-AXLE TRUCKS)

#001 Beverly Glen Blvd / Bel Air Rd & Sunset Blvd - PM PEAK

LOCATION #:	001	QTD PRJ #:	080258
NORTH / SOUTH:	Beverly Glen Blvd / Bel Air Rd	DATE:	Tuesday, October 21, 2008
EAST / WEST:	Sunset Blvd	VICINITY:	LOS ANGELES, CA

DIRECTION:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTALS:
LANES:	1	1	1	0	1	0	1	2	0	1	2	0	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	1	0	0	0	0	0	0	0	0	2	0	3
4:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	

VOLUME STATS:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
TOTAL:	0	2	1	0	0	0	0	1	0	0	2	0	6
P.H.V: (1)	0	2	1	0	0	0	0	1	0	0	2	0	6
P.H.F: (2)		0.750			0.000			0.250			0.250		0.500

(1) Peak Hour Volume (Peak Hour Begins At 415 PM)
(2) Peak Hour Factor (directional aggregate)

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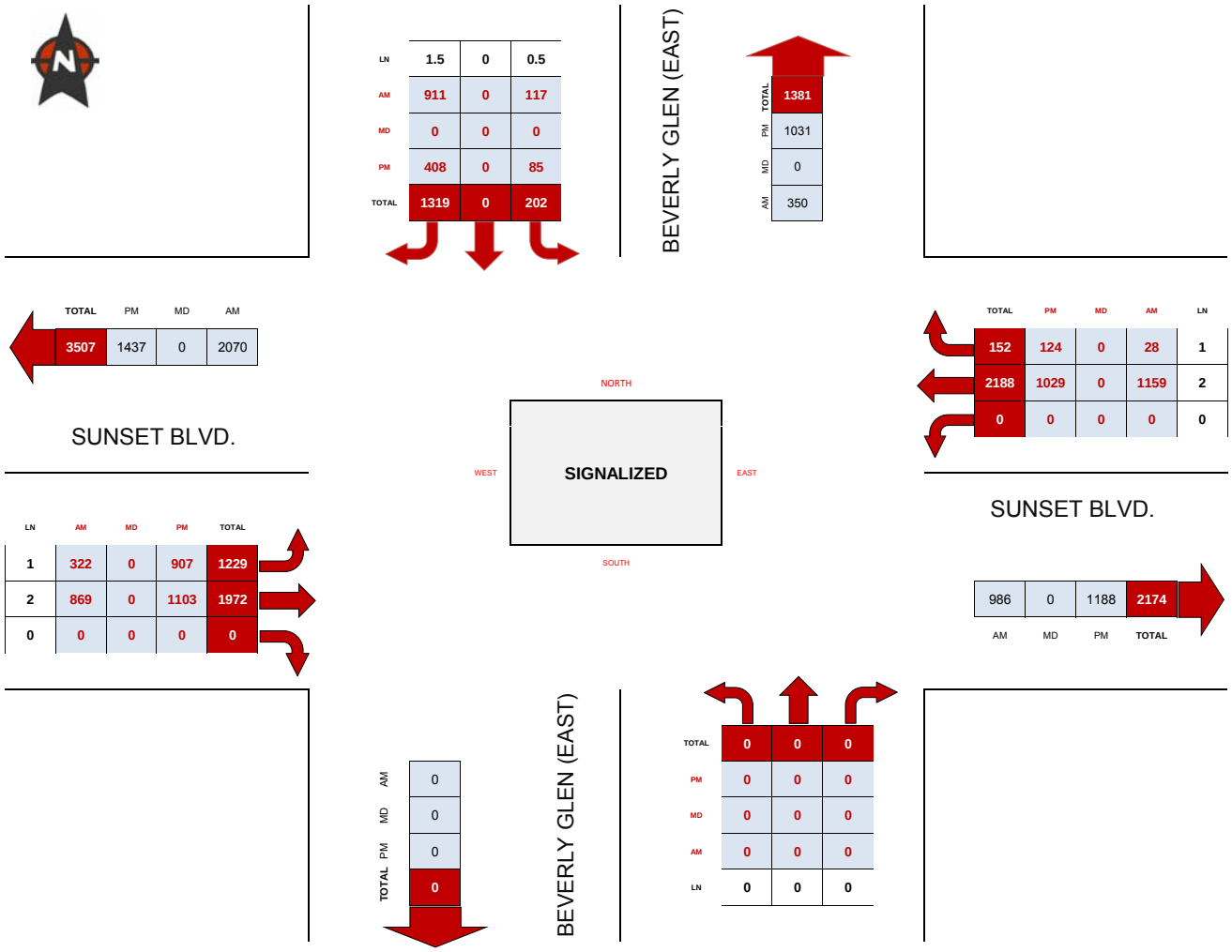
PEAK HOUR ITM SUMMARY

#002 BEVERLY GLEN (EAST) & SUNSET BLVD.

LOCATION #:	002	QTD PRJ #:	080258	AM PEAK:	730 AM
NORTH / SOUTH:	BEVERLY GLEN (EAST)	DATE:	Tuesday, October 21, 2008	MD PEAK:	
EAST / WEST:	SUNSET BLVD.	VICINITY:	LOS ANGELES, CA	PM PEAK:	445 PM



AM COUNT	7:00 AM	TO	10:00 AM	MD COUNT	-	TO	-	PM COUNT	4:00 PM TO 7:00 PM

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VEHICLE TURNING MOVEMENT COUNT

#002 BEVERLY GLEN (EAST) & SUNSET BLVD. - AM PEAK

LOCATION #:	002	QTD PRJ #:	080258
NORTH / SOUTH:	BEVERLY GLEN (EAST)	DATE:	Tuesday, October 21, 2008
EAST / WEST:	SUNSET BLVD.	VICINITY:	LOS ANGELES, CA

DIRECTION:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTALS:
LANES:	0	0	0	0.5	0	1.5	1	2	0	0	2	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	0	0	0	11	0	206	39	145	0	0	251	10	662
7:15 AM	0	0	0	19	0	214	64	181	0	0	274	7	759
7:30 AM	0	0	0	27	0	222	91	218	0	0	297	4	859
7:45 AM	0	0	0	25	0	229	83	214	0	0	292	5	848
8:00 AM	0	0	0	29	0	236	76	211	0	0	288	10	850
8:15 AM	0	0	0	36	0	224	72	226	0	0	282	9	849
8:30 AM	0	0	0	43	0	209	68	242	0	0	277	11	850
8:45 AM	0	0	0	37	0	201	71	237	0	0	275	12	833
9:00 AM	0	0	0	32	0	207	65	225	0	0	271	13	813
9:15 AM	0	0	0	35	0	204	64	236	0	0	259	11	809
9:30 AM	0	0	0	31	0	201	60	233	0	0	255	15	795
9:45 AM	0	0	0	25	0	215	52	221	0	0	241	13	767
10:00 AM													
10:15 AM													
10:30 AM													

VOLUME STATS:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
TOTAL:	0	0	0	350	0	2568	805	2589	0	0	3262	120	9694
P.H.V: (1)	0	0	0	117	0	911	322	869	0	0	1159	28	3406
P.H.F: (2)		0.000			0.970			0.964			0.986		0.991

(1) Peak Hour Volume (Peak Hour Begins At 730 AM)
(2) Peak Hour Factor (directional aggregate)

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VEHICLE TURNING MOVEMENT COUNT

#002 BEVERLY GLEN (EAST) & SUNSET BLVD. - PM PEAK

LOCATION #:	002	QTD PRJ #:	080258
NORTH / SOUTH:	BEVERLY GLEN (EAST)	DATE:	Tuesday, October 21, 2008
EAST / WEST:	SUNSET BLVD.	VICINITY:	LOS ANGELES, CA

DIRECTION:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTALS:
LANES:	0	0	0	0.5	0	1.5	1	2	0	0	2	1	
4:00 PM	0	0	0	22	0	85	213	281	0	0	259	26	886
4:15 PM	0	0	0	17	0	81	209	284	0	0	255	23	869
4:30 PM	0	0	0	12	0	84	206	283	0	0	251	25	861
4:45 PM	0	0	0	17	0	95	216	281	0	0	258	31	898
5:00 PM	0	0	0	23	0	100	227	282	0	0	265	34	931
5:15 PM	0	0	0	24	0	104	230	274	0	0	257	31	920
5:30 PM	0	0	0	21	0	109	234	266	0	0	249	28	907
5:45 PM	0	0	0	19	0	102	231	262	0	0	252	26	892
6:00 PM	0	0	0	15	0	105	222	251	0	0	251	25	869
6:15 PM	0	0	0	16	0	113	223	232	0	0	231	26	841
6:30 PM	0	0	0	13	0	121	219	230	0	0	224	23	830
6:45 PM	0	0	0	19	0	112	215	233	0	0	220	25	824

VOLUME STATS:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
TOTAL:	0	0	0	218	0	1211	2645	3159	0	0	2972	323	10528
P.H.V: (1)	0	0	0	85	0	408	907	1103	0	0	1029	124	3656
P.H.F: (2)		0.000			0.948			0.987			0.964		0.982

(1) Peak Hour Volume (Peak Hour Begins At 445 PM)
(2) Peak Hour Factor (directional aggregate)

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City Traffic Counters
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File Name : CenWil
Site Code : 00000000
Start Date : 10/29/2008
Page No : 1

Groups Printed- 1 - Unshifted

	Centinela Ave Southbound			Wilshire Blvd Westbound			Centinela Ave Northbound			Wilshire Blvd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	3	0	1	3	183	2	13	3	0	1	141	2	352
07:15 AM	1	0	2	0	281	3	6	1	2	2	181	3	482
07:30 AM	7	0	3	4	356	2	11	6	0	1	270	2	662
07:45 AM	3	0	1	3	319	3	17	3	6	1	282	8	646
Total	14	0	7	10	1139	10	47	13	8	5	874	15	2142
08:00 AM	1	0	1	2	361	3	13	0	2	2	267	3	655
08:15 AM	1	1	4	8	345	27	11	2	11	2	264	8	684
08:30 AM	3	0	3	11	350	3	10	0	5	2	251	8	646
08:45 AM	2	0	0	2	391	7	25	0	8	0	220	3	658
Total	7	1	8	23	1447	40	59	2	26	6	1002	22	2643
09:00 AM	2	0	1	6	389	14	22	2	7	9	228	3	683
09:15 AM	2	2	1	6	324	4	34	1	8	2	222	3	609
09:30 AM	1	1	4	11	364	2	23	0	14	3	229	12	664
09:45 AM	3	1	2	26	359	6	34	4	17	1	280	8	741
Total	8	4	8	49	1436	26	113	7	46	15	959	26	2697
04:00 PM	4	0	4	14	269	8	26	21	2	14	236	6	604
04:15 PM	4	0	6	9	273	8	23	2	0	3	264	5	597
04:30 PM	2	0	2	9	309	4	10	0	2	8	288	4	638
04:45 PM	4	1	6	11	291	5	26	1	2	4	270	1	622
Total	14	1	18	43	1142	25	85	24	6	29	1058	16	2461
05:00 PM	4	0	3	14	351	5	22	4	2	6	283	9	703
05:15 PM	1	0	9	18	355	9	27	5	4	7	299	9	743
05:30 PM	5	0	3	18	336	8	55	10	10	10	262	1	718
05:45 PM	3	0	8	12	329	8	36	2	12	7	267	6	690
Total	13	0	23	62	1371	30	140	21	28	30	1111	25	2854
06:00 PM	5	1	10	15	370	12	29	4	9	7	285	2	749
06:15 PM	3	0	11	8	359	16	23	1	0	9	296	0	726
06:30 PM	4	0	5	3	362	11	37	6	2	10	302	1	743
06:45 PM	5	0	1	7	371	14	33	0	1	8	289	0	729
Total	17	1	27	33	1462	53	122	11	12	34	1172	3	2947
Grand Total	73	7	91	220	7997	184	566	78	126	119	6176	107	15744
Apprch %	42.7	4.1	53.2	2.6	95.2	2.2	73.5	10.1	16.4	1.9	96.5	1.7	
Total %	0.5	0.0	0.6	1.4	50.8	1.2	3.6	0.5	0.8	0.8	39.2	0.7	

File Name : CenWil
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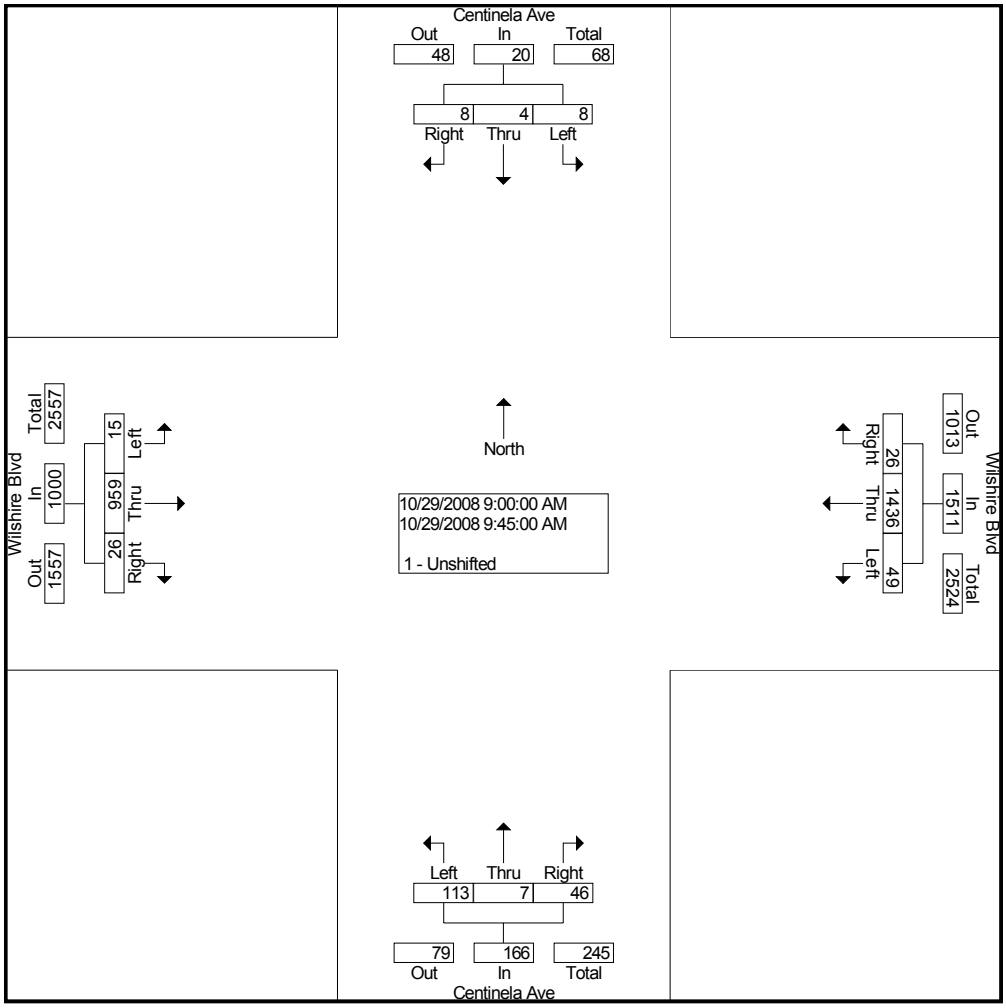
	Centinela Ave Southbound				Wilshire Blvd Westbound				Centinela Ave Northbound				Wilshire Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 01:00 PM - Peak 1 of 1																	
Intersection	09:00 AM																
Volume	8	4	8	20	49	1436	26	1511	113	7	46	166	15	959	26	1000	2697
Percent	40.0	20.0	40.0		3.2	95.0	1.7		68.1	4.2	27.7		1.5	95.9	2.6		
09:45 Volume	3	1	2	6	26	359	6	391	34	4	17	55	1	280	8	289	741
Peak Factor																	0.910
High Int.	09:30 AM				09:00 AM				09:45 AM				09:45 AM				
Volume	1	1	4	6	6	389	14	409	34	4	17	55	1	280	8	289	
Peak Factor				0.833				0.924				0.755				0.865	



City Traffic Counters
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File Name : CenWil
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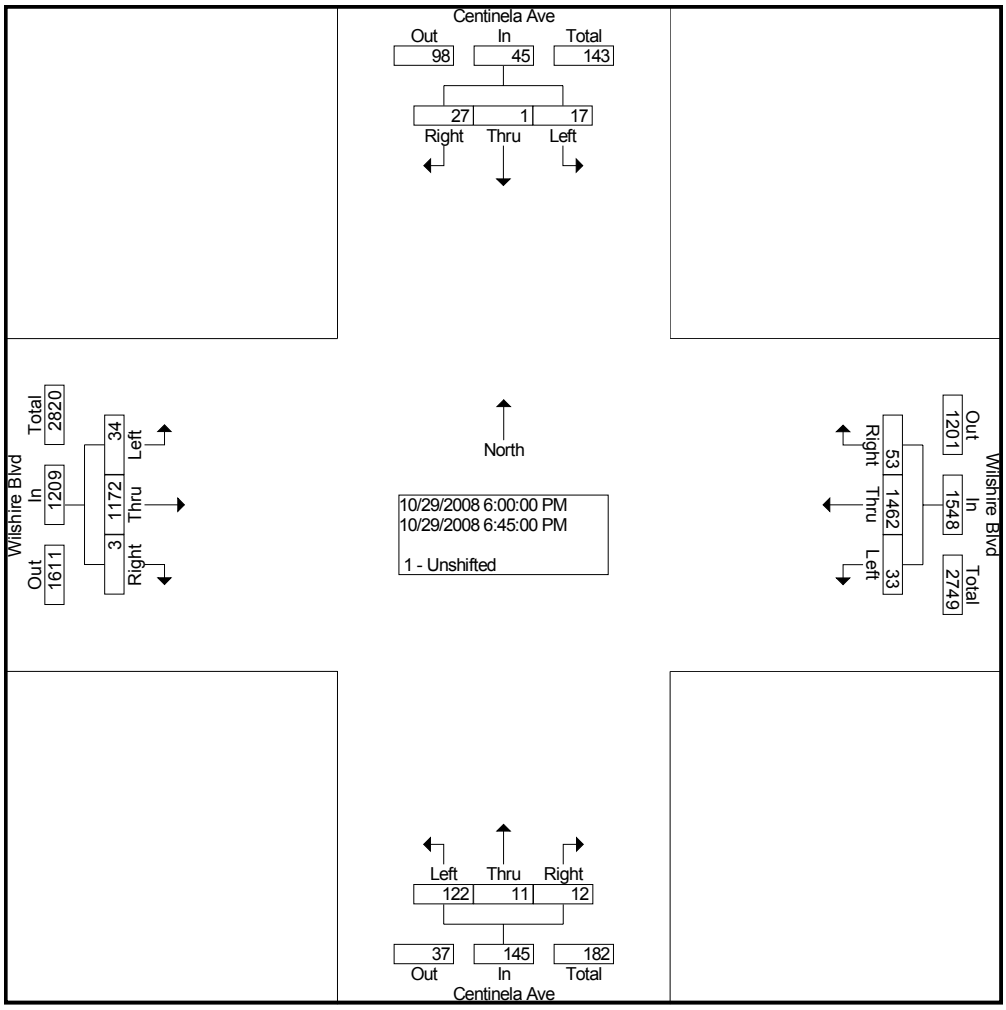
	Centinela Ave Southbound				Wilshire Blvd Westbound				Centinela Ave Northbound				Wilshire Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 01:15 PM to 06:45 PM - Peak 1 of 1																	
Intersection	06:00 PM																
Volume	17	1	27	45	33	1462	53	1548	122	11	12	145	34	1172	3	1209	2947
Percent	37.8	2.2	60.0		2.1	94.4	3.4		84.1	7.6	8.3		2.8	96.9	0.2		
06:00 Volume	5	1	10	16	15	370	12	397	29	4	9	42	7	285	2	294	749
Peak Factor																	0.984
High Int.	06:00 PM				06:00 PM				06:30 PM				06:30 PM				
Volume	5	1	10	16	15	370	12	397	37	6	2	45	10	302	1	313	
Peak Factor				0.703				0.975				0.806				0.966	



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File Name : BundyWil
Site Code : 00000000
Start Date : 10/29/2008
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Groups Printed- 1 - Unshifted

	Bundy Dr Southbound			Wilshire Blvd Westbound			Bundy Dr Northbound			Wilshire Blvd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	23	83	6	16	182	8	38	108	24	10	185	19	702
07:15 AM	30	92	16	24	257	18	46	161	18	21	218	14	915
07:30 AM	24	125	16	31	335	20	39	128	17	26	262	24	1047
07:45 AM	23	145	18	26	309	23	38	162	23	19	303	19	1108
Total	100	445	56	97	1083	69	161	559	82	76	968	76	3772
08:00 AM	24	118	21	31	306	33	61	129	30	24	266	23	1066
08:15 AM	24	147	17	32	329	14	56	139	17	19	254	18	1066
08:30 AM	28	139	20	25	325	18	48	140	19	20	246	11	1039
08:45 AM	20	122	28	34	334	10	57	142	16	20	238	20	1041
Total	96	526	86	122	1294	75	222	550	82	83	1004	72	4212
09:00 AM	29	121	22	26	370	16	40	123	25	18	227	23	1040
09:15 AM	22	122	30	34	270	13	53	123	18	19	231	17	952
09:30 AM	20	110	17	23	307	17	62	110	26	18	237	12	959
09:45 AM	15	121	21	22	366	16	68	100	16	57	218	16	1036
Total	86	474	90	105	1313	62	223	456	85	112	913	68	3987
04:00 PM	18	128	15	31	263	24	42	150	24	34	202	23	954
04:15 PM	15	138	24	26	240	36	38	155	20	33	248	18	991
04:30 PM	19	128	23	20	280	23	48	154	28	34	267	23	1047
04:45 PM	18	126	23	20	272	21	39	175	33	36	243	25	1031
Total	70	520	85	97	1055	104	167	634	105	137	960	89	4023
05:00 PM	20	116	16	21	329	31	48	208	23	32	247	29	1120
05:15 PM	24	132	16	29	338	18	40	196	19	29	267	15	1123
05:30 PM	20	123	14	36	315	31	54	220	25	30	263	20	1151
05:45 PM	24	117	24	27	299	22	45	229	21	37	243	22	1110
Total	88	488	70	113	1281	102	187	853	88	128	1020	86	4504
06:00 PM	27	128	19	31	340	29	56	215	29	44	249	19	1186
06:15 PM	27	105	20	32	320	28	49	213	22	39	258	18	1131
06:30 PM	22	90	24	28	348	29	48	219	22	37	274	21	1162
06:45 PM	28	88	22	38	333	29	49	209	27	32	257	22	1134
Total	104	411	85	129	1341	115	202	856	100	152	1038	80	4613
Grand Total	544	2864	472	663	7367	527	1162	3908	542	688	5903	471	25111
Apprch %	14.0	73.8	12.2	7.7	86.1	6.2	20.7	69.6	9.7	9.7	83.6	6.7	
Total %	2.2	11.4	1.9	2.6	29.3	2.1	4.6	15.6	2.2	2.7	23.5	1.9	

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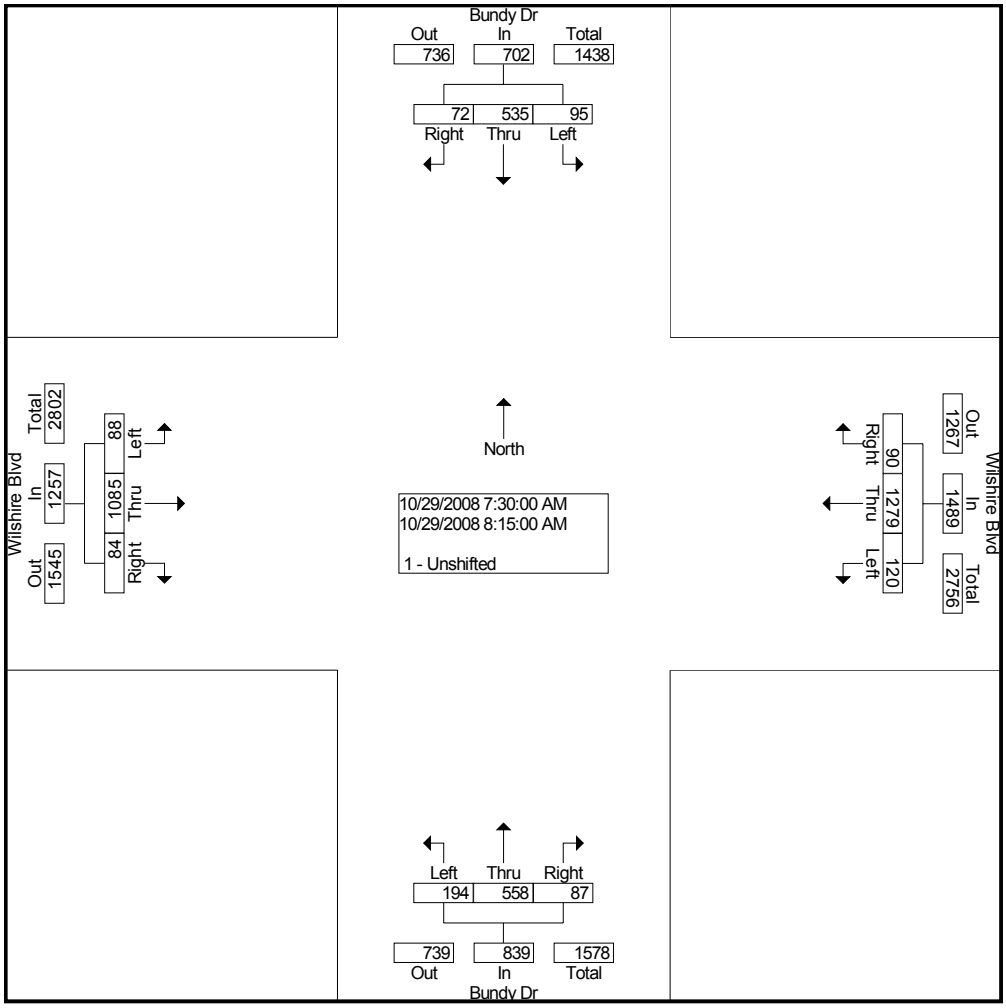
	Bundy Dr Southbound				Wilshire Blvd Westbound				Bundy Dr Northbound				Wilshire Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 01:00 PM - Peak 1 of 1																	
Intersection	07:30 AM																
Volume	95	535	72	702	120	1279	90	1489	194	558	87	839	88	1085	84	1257	4287
Percent	13.5	76.2	10.3		8.1	85.9	6.0		23.1	66.5	10.4		7.0	86.3	6.7		
07:45 Volume	23	145	18	186	26	309	23	358	38	162	23	223	19	303	19	341	1108
Peak Factor																	0.967
High Int.	08:15 AM				07:30 AM				07:45 AM				07:45 AM				
Volume	24	147	17	188	31	335	20	386	38	162	23	223	19	303	19	341	
Peak Factor				0.934				0.964				0.941				0.922	



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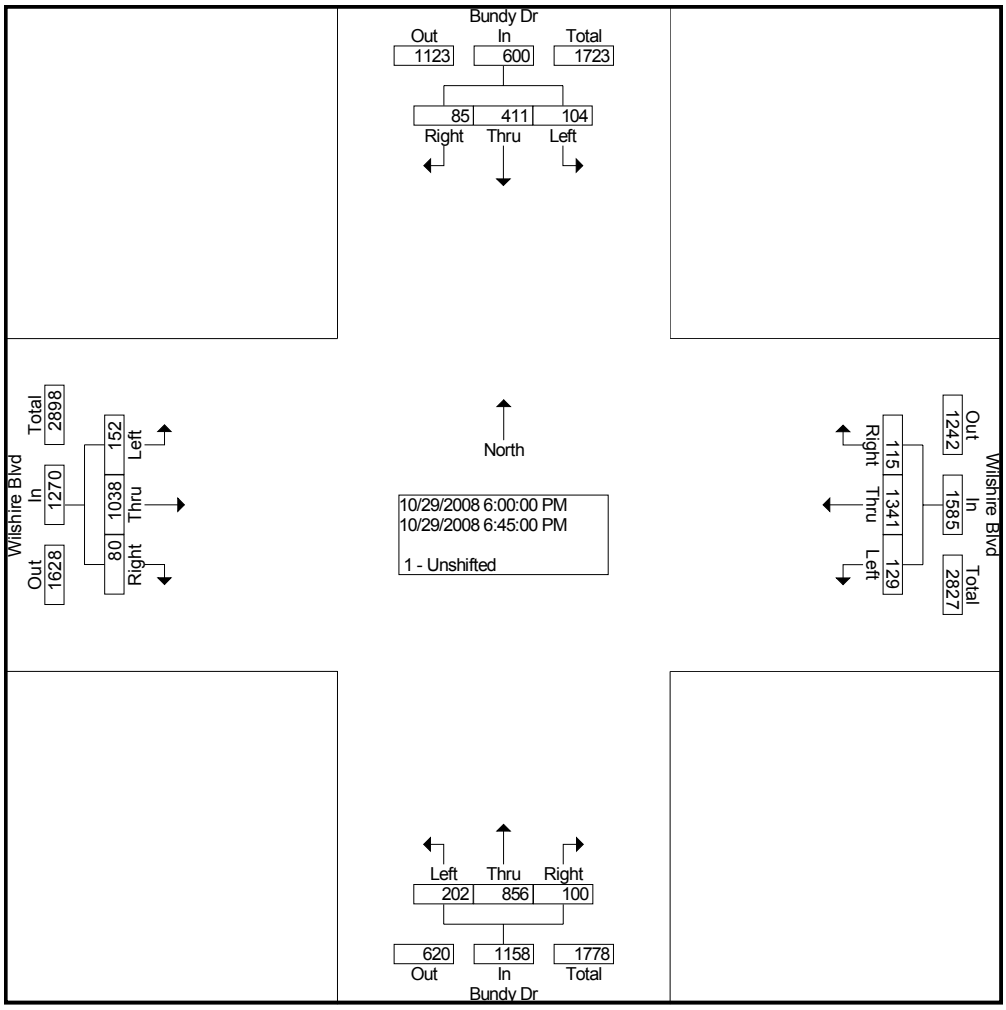
	Bundy Dr Southbound				Wilshire Blvd Westbound				Bundy Dr Northbound				Wilshire Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 01:15 PM to 06:45 PM - Peak 1 of 1																	
Intersection	06:00 PM																
Volume	104	411	85	600	129	1341	115	1585	202	856	100	1158	152	1038	80	1270	4613
Percent	17.3	68.5	14.2		8.1	84.6	7.3		17.4	73.9	8.6		12.0	81.7	6.3		
06:00 Volume	27	128	19	174	31	340	29	400	56	215	29	300	44	249	19	312	1186
Peak Factor																	0.972
High Int.	06:00 PM				06:30 PM				06:00 PM				06:30 PM				
Volume	27	128	19	174	28	348	29	405	56	215	29	300	37	274	21	332	
Peak Factor				0.862				0.978				0.965				0.956	



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File Name : BarrWil
Site Code : 00000000
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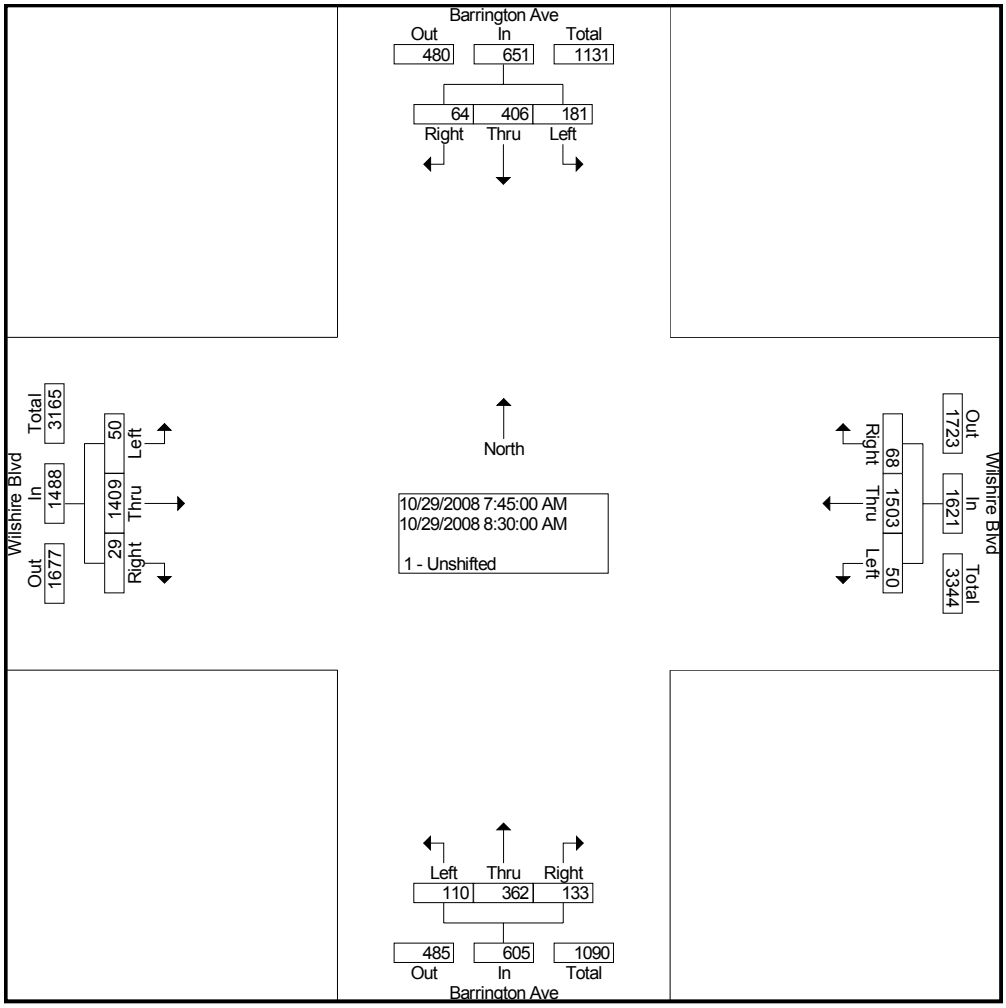
Groups Printed- 1 - Unshifted

	Barrington Ave Southbound			Wilshire Blvd Westbound			Barrington Ave Northbound			Wilshire Blvd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	49	37	3	10	283	8	22	57	17	9	207	6	708
07:15 AM	41	55	9	17	329	14	11	52	27	8	303	12	878
07:30 AM	47	79	14	29	341	15	15	92	34	12	285	18	981
07:45 AM	46	75	14	15	363	17	23	68	42	10	375	9	1057
Total	183	246	40	71	1316	54	71	269	120	39	1170	45	3624
08:00 AM	43	84	13	14	356	13	28	93	19	10	345	8	1026
08:15 AM	44	112	20	5	395	18	31	108	38	8	330	7	1116
08:30 AM	48	135	17	16	389	20	28	93	34	22	359	5	1166
08:45 AM	40	125	16	15	373	28	21	97	21	19	262	11	1028
Total	175	456	66	50	1513	79	108	391	112	59	1296	31	4336
09:00 AM	43	111	15	14	397	19	24	90	22	18	289	10	1052
09:15 AM	45	98	10	16	391	21	29	86	21	19	269	8	1013
09:30 AM	38	85	24	7	406	22	27	76	21	16	257	6	985
09:45 AM	50	67	8	6	392	23	28	71	22	14	254	9	944
Total	176	361	57	43	1586	85	108	323	86	67	1069	33	3994
04:00 PM	15	123	14	15	312	17	15	83	6	5	223	6	834
04:15 PM	19	112	10	19	302	13	16	57	4	10	237	10	809
04:30 PM	25	117	16	26	311	17	15	70	4	8	277	16	902
04:45 PM	21	94	17	17	308	13	24	78	11	8	260	30	881
Total	80	446	57	77	1233	60	70	288	25	31	997	62	3426
05:00 PM	24	119	23	19	364	16	22	76	6	7	233	21	930
05:15 PM	24	143	14	26	377	19	15	76	12	5	220	18	949
05:30 PM	20	125	28	28	368	20	23	78	8	8	238	16	960
05:45 PM	17	107	12	27	351	15	21	86	2	8	269	18	933
Total	85	494	77	100	1460	70	81	316	28	28	960	73	3772
06:00 PM	15	119	14	22	404	15	18	84	5	6	310	12	1024
06:15 PM	5	110	7	19	414	11	15	72	3	2	309	14	981
06:30 PM	12	86	8	16	427	12	16	58	1	5	346	11	998
06:45 PM	5	79	10	16	412	8	10	61	2	1	324	10	938
Total	37	394	39	73	1657	46	59	275	11	14	1289	47	3941
Grand Total	736	2397	336	414	8765	394	497	1862	382	238	6781	291	23093
Apprch %	21.2	69.1	9.7	4.3	91.6	4.1	18.1	67.9	13.9	3.3	92.8	4.0	
Total %	3.2	10.4	1.5	1.8	38.0	1.7	2.2	8.1	1.7	1.0	29.4	1.3	

City Traffic Counters
626.256.4171

File Name : BarrWil
Site Code : 00000000
Start Date : 10/29/2008
Page No : 2

	Barrington Ave Southbound				Wilshire Blvd Westbound				Barrington Ave Northbound				Wilshire Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	181	406	64	651	50	1503	68	1621	110	362	133	605	50	1409	29	1488	4365
Percent	27.8	62.4	9.8		3.1	92.7	4.2		18.2	59.8	22.0		3.4	94.7	1.9		
08:30 Volume	48	135	17	200	16	389	20	425	28	93	34	155	22	359	5	386	1166
Peak Factor																	0.936
High Int.	08:30 AM				08:30 AM				08:15 AM				07:45 AM				
Volume	48	135	17	200	16	389	20	425	31	108	38	177	10	375	9	394	
Peak Factor				0.814				0.954				0.855				0.944	



City Traffic Counters
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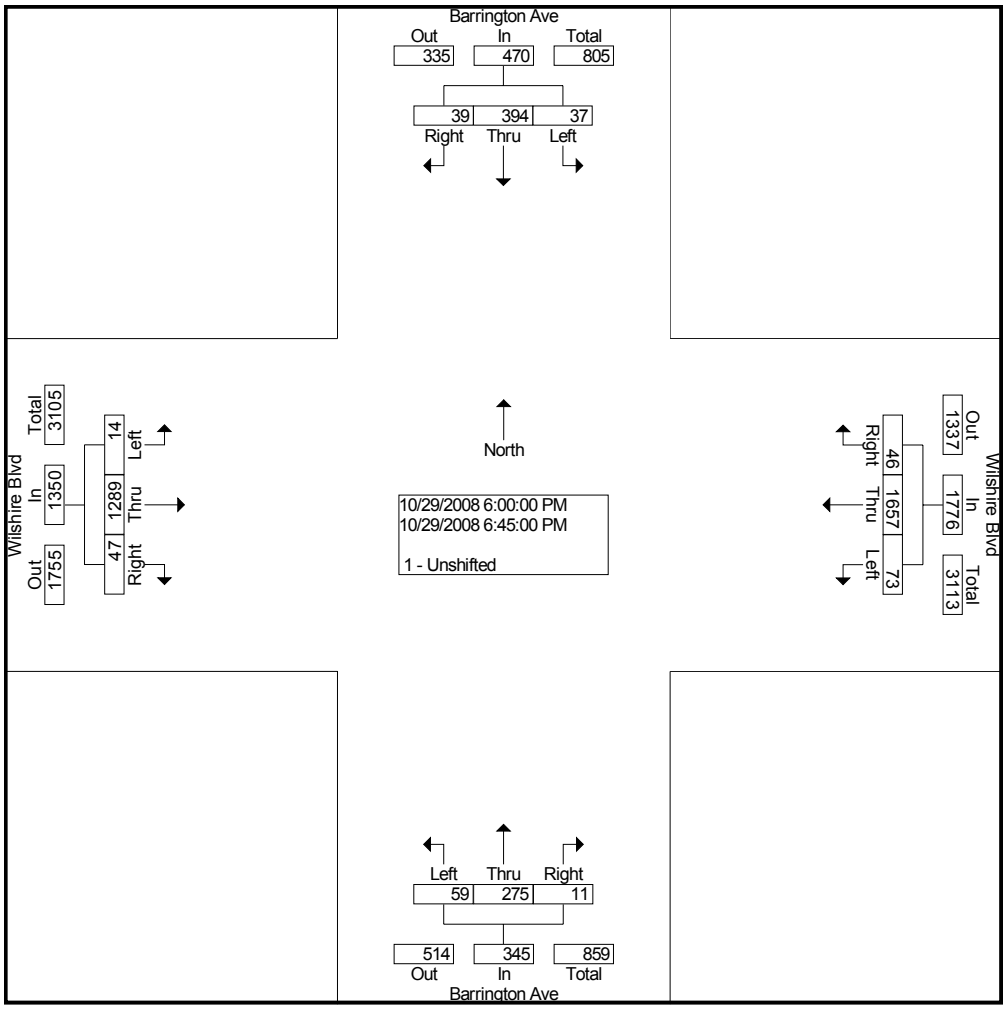
File Name : BarrWil
Site Code : 00000000
Start Date : 10/29/2008
Page No : 3

	Barrington Ave Southbound				Wilshire Blvd Westbound				Barrington Ave Northbound				Wilshire Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:00 PM to 06:45 PM - Peak 1 of 1																	
Intersection	06:00 PM																
Volume	37	394	39	470	73	1657	46	1776	59	275	11	345	14	1289	47	1350	3941
Percent	7.9	83.8	8.3		4.1	93.3	2.6		17.1	79.7	3.2		1.0	95.5	3.5		
06:00 Volume	15	119	14	148	22	404	15	441	18	84	5	107	6	310	12	328	1024
Peak Factor																	0.962
High Int.	06:00 PM				06:30 PM				06:00 PM				06:30 PM				
Volume	15	119	14	148	16	427	12	455	18	84	5	107	5	346	11	362	
Peak Factor				0.794				0.976				0.806				0.932	



City Traffic Counters
626.256.4171

File Name : FedWil
Site Code : 00000000
Start Date : 10/29/2008
Page No : 1

Groups Printed- 1 - Unshifted

	San Vicente Blvd Southbound			Wilshire Blvd Westbound			Federal Ave Northbound			Wilshire Blvd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	164	12	3	5	303	182	7	24	8	5	270	7	990
07:15 AM	230	18	5	4	381	244	8	50	31	2	385	5	1363
07:30 AM	304	41	2	16	384	260	17	32	25	45	272	10	1408
07:45 AM	344	53	5	29	381	255	30	48	39	5	478	16	1683
Total	1042	124	15	54	1449	941	62	154	103	57	1405	38	5444
08:00 AM	314	50	5	12	372	216	25	60	49	10	402	11	1526
08:15 AM	381	64	10	15	399	233	22	55	32	6	389	13	1619
08:30 AM	246	71	8	23	409	209	24	59	43	11	397	16	1516
08:45 AM	251	57	8	36	419	217	20	51	45	11	322	17	1454
Total	1192	242	31	86	1599	875	91	225	169	38	1510	57	6115
09:00 AM	235	63	11	30	410	226	22	54	33	3	345	19	1451
09:15 AM	219	58	8	31	424	209	18	42	27	1	318	13	1368
09:30 AM	209	49	1	24	431	219	20	39	34	3	311	8	1348
09:45 AM	216	52	2	43	410	217	26	38	27	5	308	22	1366
Total	879	222	22	128	1675	871	86	173	121	12	1282	62	5533
04:00 PM	203	76	8	34	325	209	19	82	55	7	245	4	1267
04:15 PM	225	66	3	37	322	210	15	69	51	4	259	6	1267
04:30 PM	231	83	3	19	327	188	19	69	45	2	289	9	1284
04:45 PM	212	67	3	20	340	208	16	74	45	10	266	13	1274
Total	871	292	17	110	1314	815	69	294	196	23	1059	32	5092
05:00 PM	213	64	4	31	372	171	19	65	32	3	248	2	1224
05:15 PM	225	61	1	33	351	191	25	104	51	5	242	5	1294
05:30 PM	223	73	1	29	404	221	24	100	33	2	257	2	1369
05:45 PM	230	63	4	22	384	234	27	113	76	2	283	7	1445
Total	891	261	10	115	1511	817	95	382	192	12	1030	16	5332
06:00 PM	224	61	2	24	427	237	19	93	56	4	342	4	1493
06:15 PM	206	59	0	14	420	230	32	95	50	7	323	10	1446
06:30 PM	197	32	1	20	443	233	17	100	52	9	353	5	1462
06:45 PM	164	36	5	30	424	237	20	91	35	5	329	12	1388
Total	791	188	8	88	1714	937	88	379	193	25	1347	31	5789
Grand Total	5666	1329	103	581	9262	5256	491	1607	974	167	7633	236	33305
Apprch %	79.8	18.7	1.5	3.8	61.3	34.8	16.0	52.3	31.7	2.1	95.0	2.9	
Total %	17.0	4.0	0.3	1.7	27.8	15.8	1.5	4.8	2.9	0.5	22.9	0.7	

City Traffic Counters
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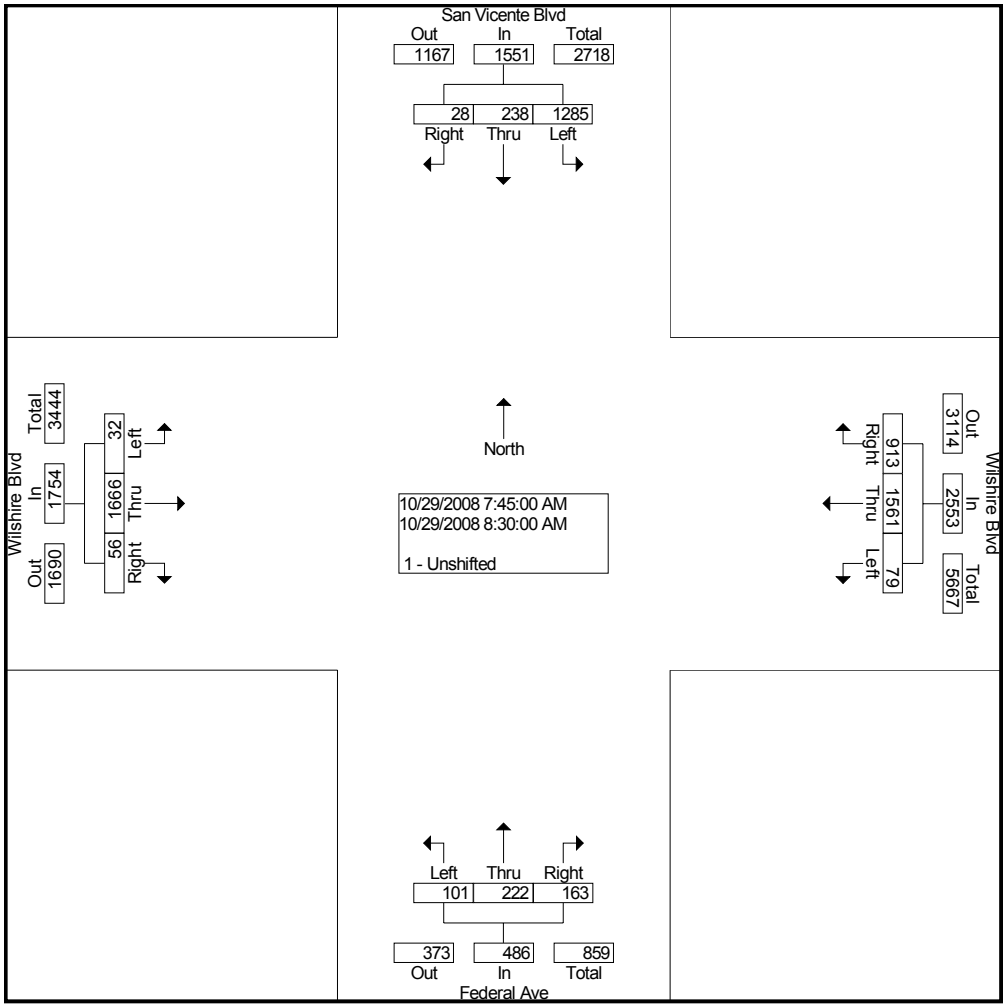
File Name : FedWil
Site Code : 00000000
Start Date : 10/29/2008
Page No : 2

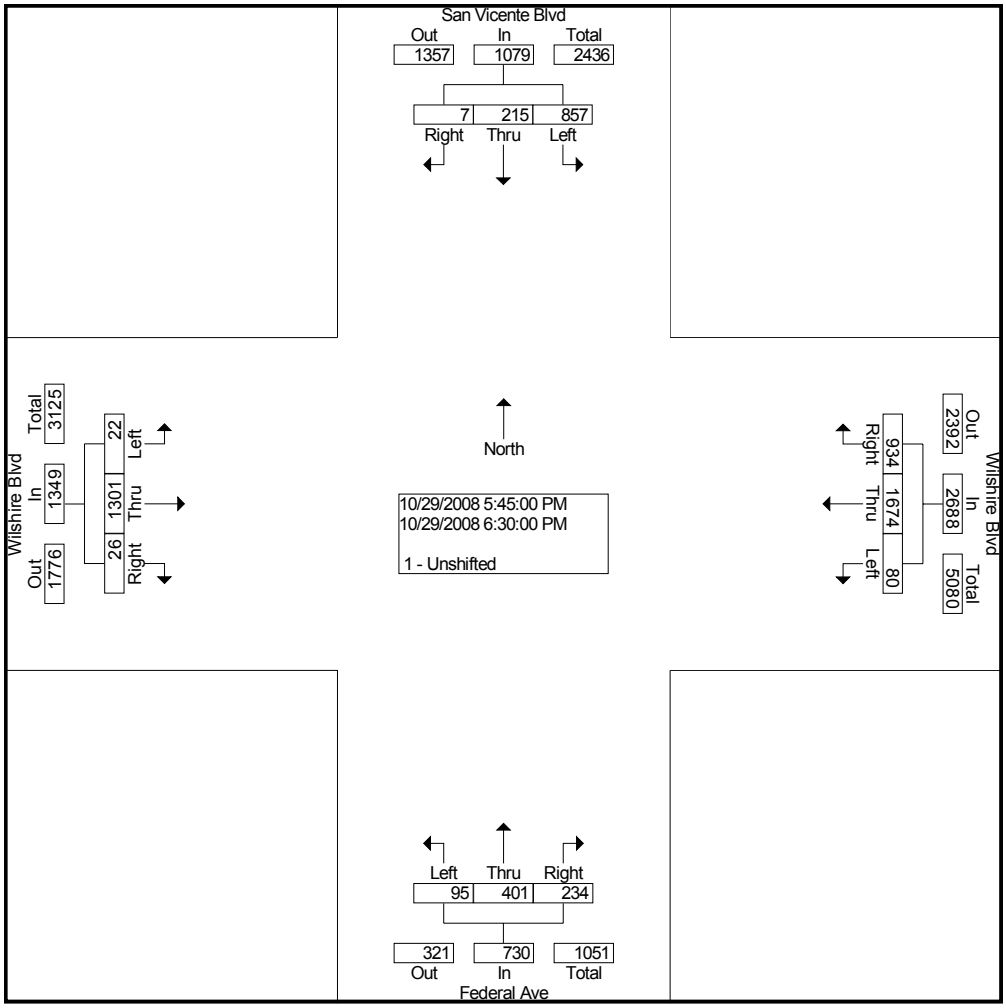
	San Vicente Blvd Southbound				Wilshire Blvd Westbound				Federal Ave Northbound				Wilshire Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	1285	238	28	1551	79	1561	913	2553	101	222	163	486	32	1666	56	1754	6344
Percent	82.8	15.3	1.8		3.1	61.1	35.8		20.8	45.7	33.5		1.8	95.0	3.2		
07:45 Volume	344	53	5	402	29	381	255	665	30	48	39	117	5	478	16	499	1683
Peak Factor																	0.942
High Int.	08:15 AM				07:45 AM				08:00 AM				07:45 AM				
Volume	381	64	10	455	29	381	255	665	25	60	49	134	5	478	16	499	
Peak Factor				0.852				0.960				0.907				0.879	



City Traffic Counters
626.256.4171

File Name : FedWil
Site Code : 00000000
Start Date : 10/29/2008
Page No : 3

	San Vicente Blvd Southbound				Wilshire Blvd Westbound				Federal Ave Northbound				Wilshire Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:00 PM to 06:45 PM - Peak 1 of 1																	
Intersection	05:45 PM																
Volume	857	215	7	1079	80	1674	934	2688	95	401	234	730	22	1301	26	1349	5846
Percent	79.4	19.9	0.6		3.0	62.3	34.7		13.0	54.9	32.1		1.6	96.4	1.9		
06:00 Volume	224	61	2	287	24	427	237	688	19	93	56	168	4	342	4	350	1493
Peak Factor																	0.979
High Int.	05:45 PM				06:30 PM				05:45 PM				06:30 PM				
Volume	230	63	4	297	20	443	233	696	27	113	76	216	9	353	5	367	
Peak Factor				0.908				0.966				0.845				0.919	



City Traffic Counters
626.256.4171

File Name : SepWil
Site Code : 00000000
Start Date : 2/21/2008
Page No : 1

Groups Printed- 1 - Unshifted

	Sepulveda Blvd Southbound			Wilshire Blvd Westbound			Sepulveda Blvd Northbound			Wilshire Blvd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	50	128	81	13	543	13	25	33	39	6	440	38	1409
07:15 AM	52	141	88	16	662	13	31	35	49	8	601	48	1744
07:30 AM	63	152	83	25	604	23	40	59	49	12	669	45	1824
07:45 AM	82	157	77	24	656	16	43	63	67	14	706	28	1933
Total	247	578	329	78	2465	65	139	190	204	40	2416	159	6910
08:00 AM	57	140	65	26	614	17	46	61	61	19	691	45	1842
08:15 AM	65	160	67	28	623	16	37	59	62	24	709	38	1888
08:30 AM	75	180	74	32	650	13	30	57	73	14	631	23	1852
08:45 AM	60	164	76	26	638	9	43	66	84	8	545	39	1758
Total	257	644	282	112	2525	55	156	243	280	65	2576	145	7340
04:00 PM	30	120	31	47	507	69	22	130	61	34	399	9	1459
04:15 PM	28	92	29	44	487	57	23	151	48	40	441	9	1449
04:30 PM	33	98	31	57	537	67	35	155	66	37	480	9	1605
04:45 PM	29	85	36	53	467	49	16	134	59	41	520	13	1502
Total	120	395	127	201	1998	242	96	570	234	152	1840	40	6015
05:00 PM	27	97	36	59	566	36	32	144	54	37	451	13	1552
05:15 PM	29	122	33	79	567	41	29	142	63	37	511	14	1667
05:30 PM	24	105	32	74	584	48	35	131	74	36	425	4	1572
05:45 PM	28	111	29	78	564	44	27	138	68	30	450	8	1575
Total	108	435	130	290	2281	169	123	555	259	140	1837	39	6366
Grand Total	732	2052	868	681	9269	531	514	1558	977	397	8669	383	26631
Apprch %	20.0	56.2	23.8	6.5	88.4	5.1	16.9	51.1	32.0	4.2	91.7	4.1	
Total %	2.7	7.7	3.3	2.6	34.8	2.0	1.9	5.9	3.7	1.5	32.6	1.4	

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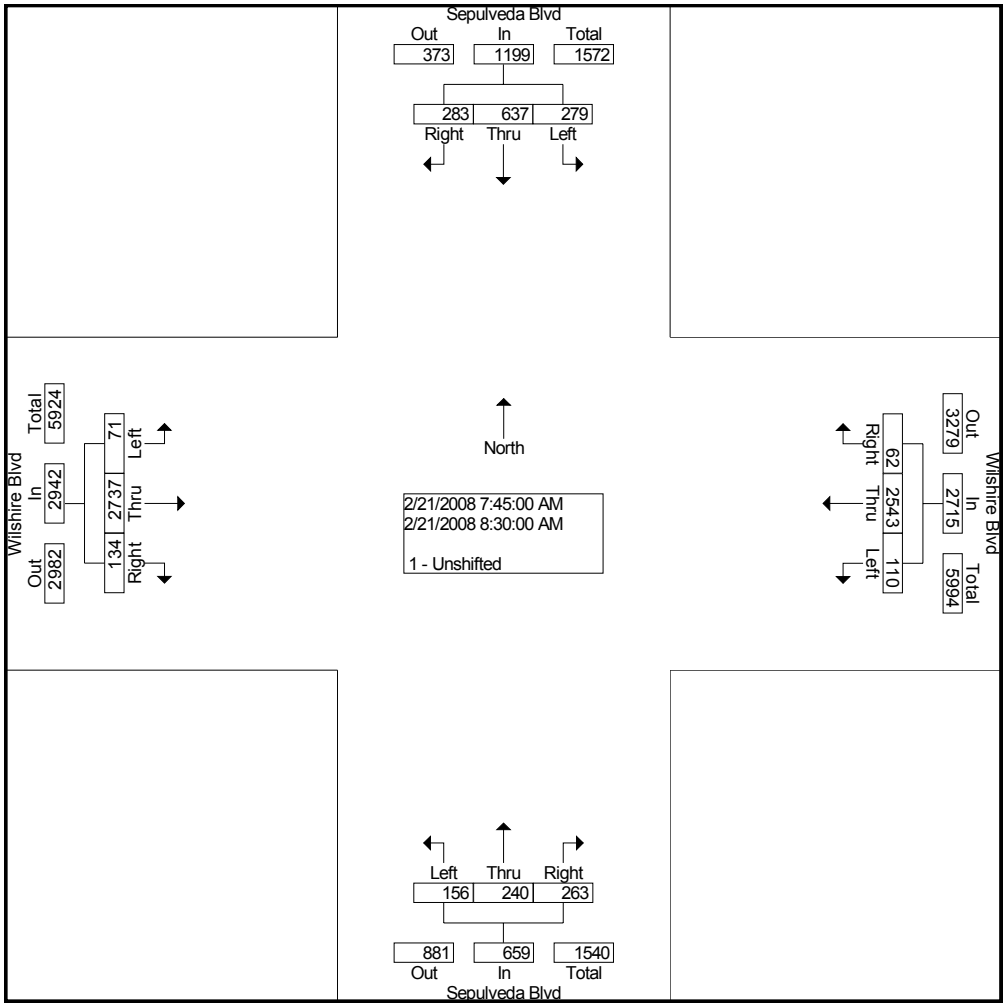
File Name : SepWil
Site Code : 00000000
Start Date : 2/21/2008
Page No : 2

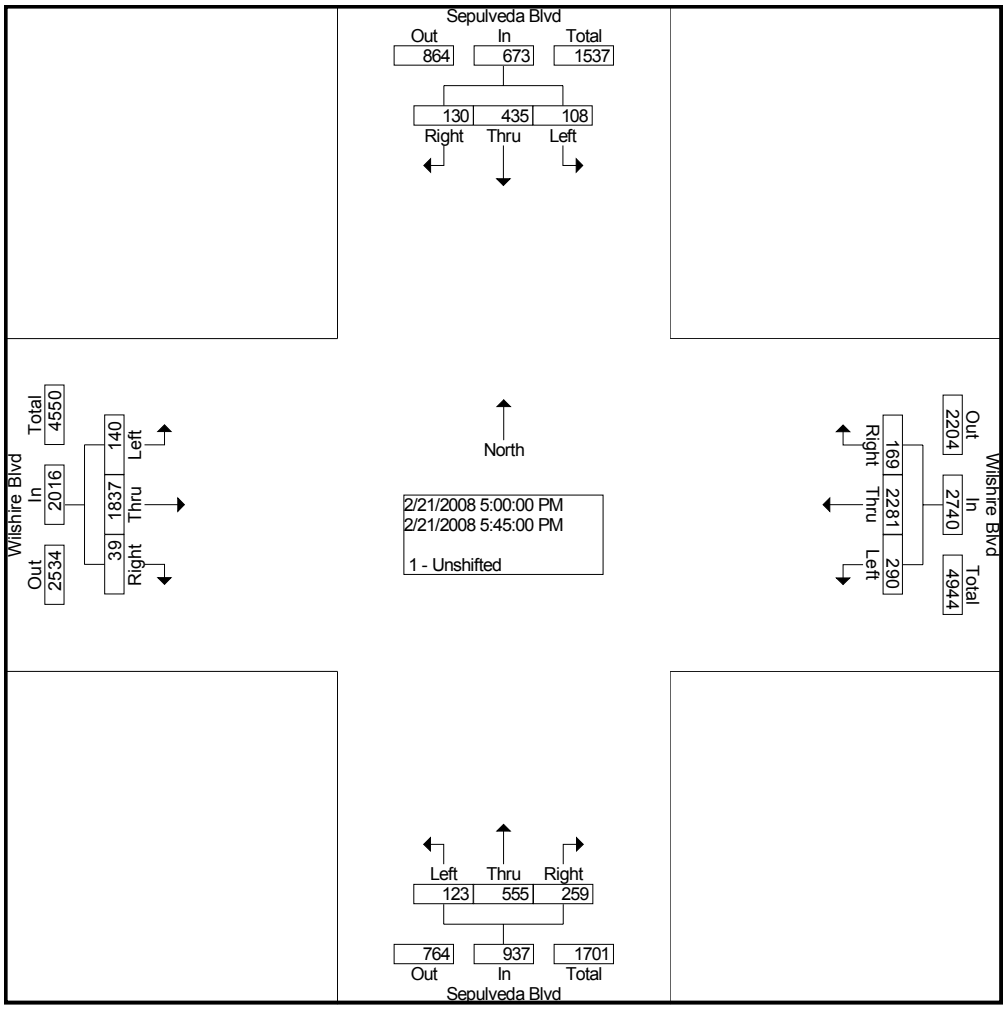
	Sepulveda Blvd Southbound				Wilshire Blvd Westbound				Sepulveda Blvd Northbound				Wilshire Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	279	637	283	1199	110	2543	62	2715	156	240	263	659	71	2737	134	2942	7515
Percent	23.3	53.1	23.6		4.1	93.7	2.3		23.7	36.4	39.9		2.4	93.0	4.6		
07:45 Volume	82	157	77	316	24	656	16	696	43	63	67	173	14	706	28	748	1933
Peak Factor																	0.972
High Int.	08:30 AM				07:45 AM				07:45 AM				08:15 AM				
Volume	75	180	74	329	24	656	16	696	43	63	67	173	24	709	38	771	
Peak Factor				0.911				0.975				0.952				0.954	



City Traffic Counters
626.256.4171

File Name : SepWil
Site Code : 00000000
Start Date : 2/21/2008
Page No : 3

	Sepulveda Blvd Southbound				Wilshire Blvd Westbound				Sepulveda Blvd Northbound				Wilshire Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	108	435	130	673	290	2281	169	2740	123	555	259	937	140	1837	39	2016	6366
Percent	16.0	64.6	19.3		10.6	83.2	6.2		13.1	59.2	27.6		6.9	91.1	1.9		
05:15 Volume	29	122	33	184	79	567	41	687	29	142	63	234	37	511	14	562	1667
Peak Factor																	0.955
High Int.	05:15 PM				05:30 PM				05:30 PM				05:15 PM				
Volume	29	122	33	184	74	584	48	706	35	131	74	240	37	511	14	562	
Peak Factor				0.914				0.970				0.976				0.897	



City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South VETERAN AV

East/West WILSHIRE BL

Day: TUESDAY Date: October 21, 2008 Weather: SUNNY

Hours: 7-10AM 3-6PM Chekrs: THOMPSON

School Day: YES District: WESTERN I/S CODE 13997

	N/B	S/B	E/B	W/B
DUAL-WHEELED	57	52	271	219
BIKES	65	35	23	1
BUSES	1	3	213	262

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	281	9.00	137	8.15	1123	8.30	669	8.15
PM PK 15 MIN	311	5.30	338	5.30	659	5.30	738	5.30
AM PK HOUR	1055	8.15	462	8.15	4350	8.00	2511	8.00
PM PK HOUR	1188	4.45	1198	4.45	2565	3.15	2853	5.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	177	387	81	645
8-9	221	621	150	992
9-10	212	588	149	949
3-4	246	403	117	766
4-5	258	609	142	1009
5-6	266	691	198	1155
TOTAL	1380	3299	837	5516

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	70	74	298	442
8-9	115	120	205	440
9-10	107	135	157	399
3-4	31	276	611	918
4-5	30	336	653	1019
5-6	40	382	710	1132
TOTAL	393	1323	2634	4350

	TOTAL	XING S/L		XING N/L	
Hours	N-S	Ped	Sch	Ped	Sch
7-8	1087	54	0	11	0
8-9	1432	70	0	7	0
9-10	1348	70	1	7	0
3-4	1684	98	0	19	0
4-5	2028	62	0	15	0
5-6	2287	72	0	15	0
TOTAL	9866	426	1	74	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	506	2958	153	3617
8-9	526	3653	171	4350
9-10	471	3279	169	3919
3-4	300	2171	81	2552
4-5	288	2152	87	2527
5-6	271	2215	78	2564
TOTAL	2362	16428	739	19529

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	43	1975	117	2135
8-9	68	2402	41	2511
9-10	78	2224	28	2330
3-4	44	2441	14	2499
4-5	54	2554	18	2626
5-6	75	2756	22	2853
TOTAL	362	14352	240	14954

	TOTAL	XING W/L		XING E/L	
Hours	E-W	Ped	Sch	Ped	Sch
7-8	5752	11	0	41	0
8-9	6861	14	3	71	0
9-10	6249	4	0	59	0
3-4	5051	18	0	32	0
4-5	5153	18	0	45	0
5-6	5417	19	0	28	0
TOTAL	34483	84	3	276	0

(Rev Oct 06)

City Traffic Counters
626.256.4171

File Name : WestWil
Site Code : 00000000
Start Date : 2/7/2008
Page No : 1

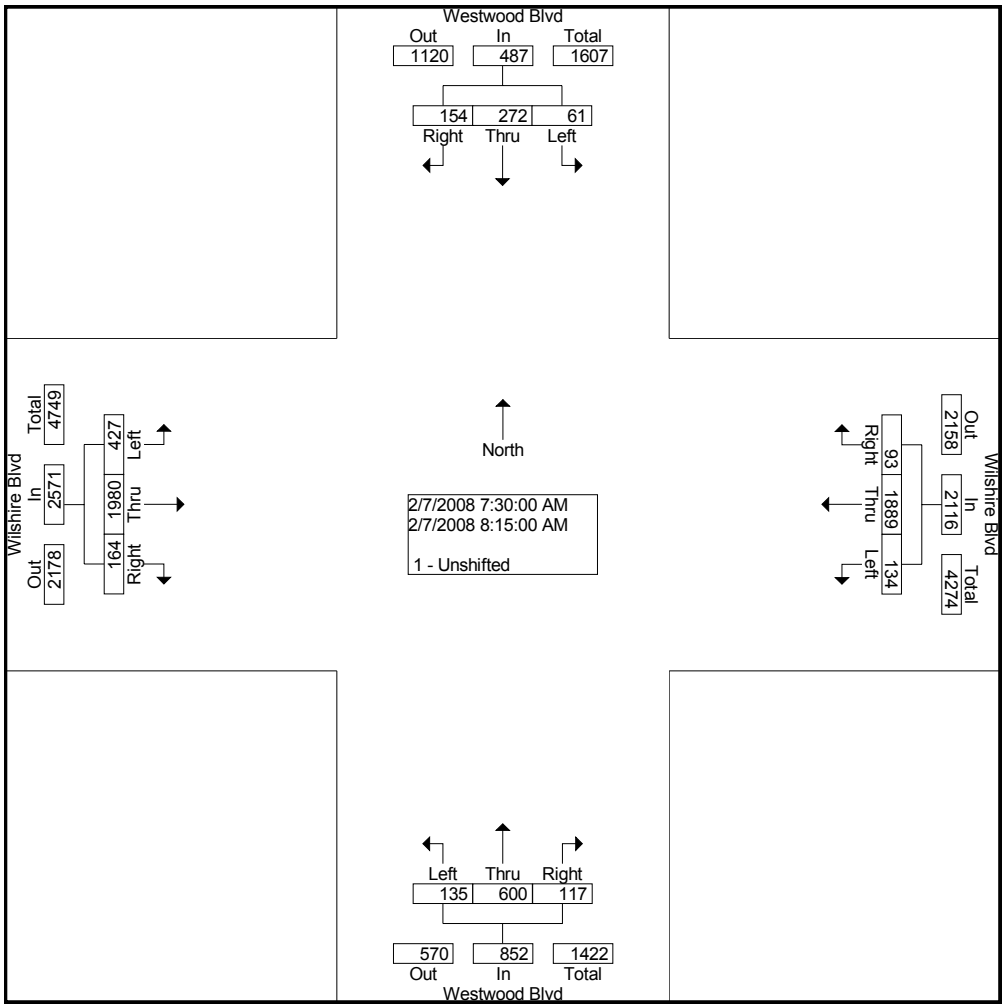
Groups Printed- 1 - Unshifted

	Westwood Blvd Southbound			Wilshire Blvd Westbound			Westwood Blvd Northbound			Wilshire Blvd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	9	52	30	14	293	32	17	80	12	71	309	23	942
07:15 AM	15	50	34	30	391	24	28	118	14	108	434	58	1304
07:30 AM	14	69	46	30	470	15	35	133	30	104	476	51	1473
07:45 AM	13	63	34	30	489	21	33	154	26	108	543	47	1561
Total	51	234	144	104	1643	92	113	485	82	391	1762	179	5280
08:00 AM	18	75	35	37	469	27	37	158	29	111	472	28	1496
08:15 AM	16	65	39	37	461	30	30	155	32	104	489	38	1496
08:30 AM	26	76	43	63	373	30	26	161	25	72	449	36	1380
08:45 AM	34	74	36	69	384	43	40	172	28	81	471	62	1494
Total	94	290	153	206	1687	130	133	646	114	368	1881	164	5866
04:00 PM	31	154	71	29	380	30	34	122	42	52	417	55	1417
04:15 PM	32	157	52	42	373	20	50	96	45	50	405	59	1381
04:30 PM	44	141	56	45	386	29	32	127	44	54	420	61	1439
04:45 PM	57	149	57	48	395	24	34	130	47	53	443	62	1499
Total	164	601	236	164	1534	103	150	475	178	209	1685	237	5736
05:00 PM	39	167	57	34	340	19	38	131	44	56	448	42	1415
05:15 PM	33	146	53	24	296	19	40	153	35	53	443	46	1341
05:30 PM	42	160	51	23	385	17	39	159	41	35	419	51	1422
05:45 PM	41	165	40	57	367	25	51	143	48	54	366	54	1411
Total	155	638	201	138	1388	80	168	586	168	198	1676	193	5589
Grand Total	464	1763	734	612	6252	405	564	2192	542	1166	7004	773	22471
Apprch %	15.7	59.5	24.8	8.4	86.0	5.6	17.1	66.5	16.4	13.0	78.3	8.6	
Total %	2.1	7.8	3.3	2.7	27.8	1.8	2.5	9.8	2.4	5.2	31.2	3.4	

City Traffic Counters
626.256.4171

File Name : WestWil
Site Code : 00000000
Start Date : 2/7/2008
Page No : 2

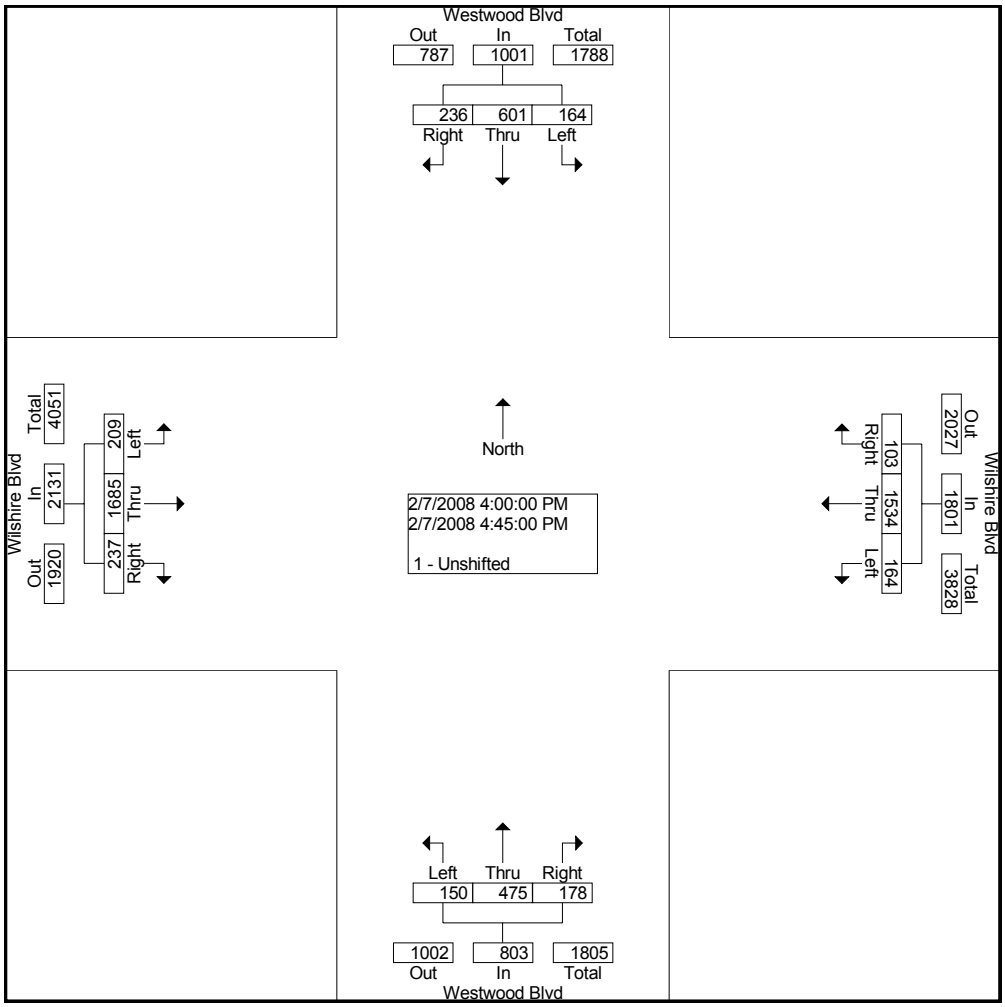
	Westwood Blvd Southbound				Wilshire Blvd Westbound				Westwood Blvd Northbound				Wilshire Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	07:30 AM																
Volume	61	272	154	487	134	1889	93	2116	135	600	117	852	427	1980	164	2571	6026
Percent	12.5	55.9	31.6		6.3	89.3	4.4		15.8	70.4	13.7		16.6	77.0	6.4		
07:45 Volume	13	63	34	110	30	489	21	540	33	154	26	213	108	543	47	698	1561
Peak Factor																	0.965
High Int.	07:30 AM				07:45 AM				08:00 AM				07:45 AM				
Volume	14	69	46	129	30	489	21	540	37	158	29	224	108	543	47	698	
Peak Factor				0.944				0.980				0.951				0.921	



City Traffic Counters
626.256.4171

File Name : WestWil
Site Code : 00000000
Start Date : 2/7/2008
Page No : 3

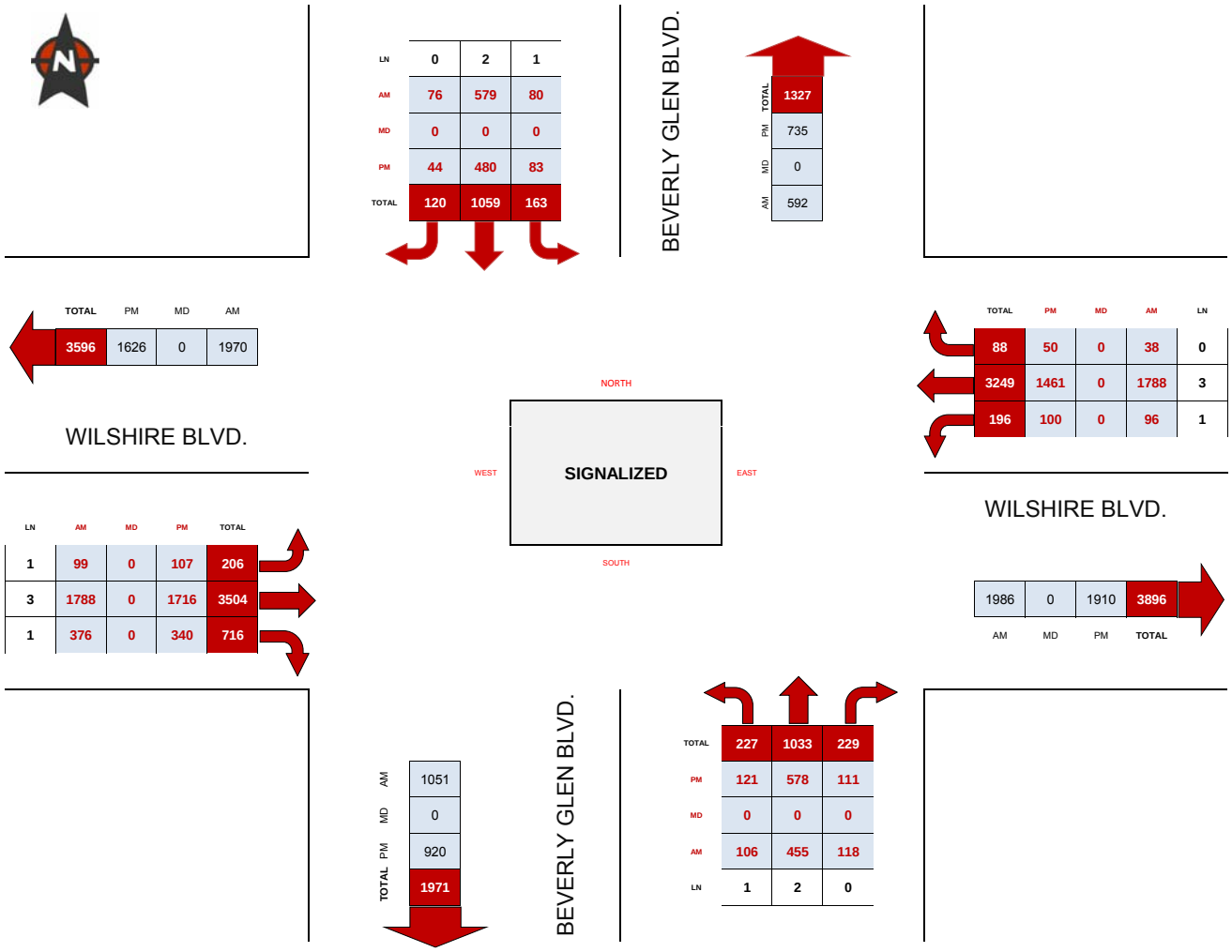
	Westwood Blvd Southbound				Wilshire Blvd Westbound				Westwood Blvd Northbound				Wilshire Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:00 PM																
Volume	164	601	236	1001	164	1534	103	1801	150	475	178	803	209	1685	237	2131	5736
Percent	16.4	60.0	23.6		9.1	85.2	5.7		18.7	59.2	22.2		9.8	79.1	11.1		
04:45 Volume	57	149	57	263	48	395	24	467	34	130	47	211	53	443	62	558	1499
Peak Factor																	0.957
High Int.	04:45 PM				04:45 PM				04:45 PM				04:45 PM				
Volume	57	149	57	263	48	395	24	467	34	130	47	211	53	443	62	558	
Peak Factor				0.952				0.964				0.951				0.955	



PEAK HOUR ITM SUMMARY

#003 BEVERLY GLEN BLVD. & WILSHIRE BLVD.

LOCATION #:	003	QTD PRJ #:	080258	AM PEAK:	800 AM
NORTH / SOUTH:	BEVERLY GLEN BLVD.	DATE:	Tuesday, October 21, 2008	MD PEAK:	
EAST / WEST:	WILSHIRE BLVD.	VICINITY:	LOS ANGELES, CA	PM PEAK:	430 PM



AM COUNT	7:00 AM	TO	10:00 AM	MD COUNT	-	TO	-	PM COUNT	4:00 PM	TO	7:00 PM

QUALITY TRAFFIC DATA, LLC
11040 Santa Monica Blvd, Suite 207, Los Angeles, CA 90025
Phone: 310-341-0019 Fax: 310-807-9247 Info@QualityTrafficData.com

VEHICLE TURNING MOVEMENT COUNT

#003 BEVERLY GLEN BLVD. & WILSHIRE BLVD. - AM PEAK

LOCATION #:	003	QTD PRJ #:	080258
NORTH / SOUTH:	BEVERLY GLEN BLVD.	DATE:	Tuesday, October 21, 2008
EAST / WEST:	WILSHIRE BLVD.	VICINITY:	LOS ANGELES, CA

DIRECTION:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTALS:
LANES:	1	2	0	1	2	0	1	3	1	1	3	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	22	80	21	11	107	20	14	320	80	11	471	3	1160
7:15 AM	24	87	26	12	111	18	16	325	88	16	477	3	1203
7:30 AM	30	96	25	10	101	24	19	342	74	20	502	4	1247
7:45 AM	26	108	31	17	122	23	23	398	79	22	482	9	1340
8:00 AM	20	120	37	24	140	21	28	454	83	23	460	11	1421
8:15 AM	24	114	32	22	146	18	25	450	94	25	451	9	1410
8:30 AM	32	109	23	16	150	17	22	446	103	27	442	8	1395
8:45 AM	30	112	26	18	143	20	24	438	96	21	435	10	1373
9:00 AM	25	105	25	17	142	15	22	422	92	19	422	9	1315
9:15 AM	22	102	21	15	135	13	21	405	82	15	402	5	1238
9:30 AM	26	95	23	13	136	16	19	415	75	13	407	8	1246
9:45 AM	23	93	21	19	125	17	15	411	71	16	415	7	1233
10:00 AM													
10:15 AM													
10:30 AM													

VOLUME STATS:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
TOTAL:	304	1221	311	194	1558	222	248	4826	1017	228	5366	86	15581
P.H.V: (1)	106	455	118	80	579	76	99	1788	376	96	1788	38	5599
P.H.F: (2)		0.959			0.988			0.991			0.973		0.985

(1) Peak Hour Volume (Peak Hour Begins At 800 AM)
(2) Peak Hour Factor (directional aggregate)

QUALITY TRAFFIC DATA, LLC
11040 Santa Monica Blvd, Suite 207, Los Angeles, CA 90025
Phone: 310-341-0019 Fax: 310-807-9247 Info@QualityTrafficData.com

VEHICLE TURNING MOVEMENT COUNT

#003 BEVERLY GLEN BLVD. & WILSHIRE BLVD. - PM PEAK

LOCATION #:	003	QTD PRJ #:	080258
NORTH / SOUTH:	BEVERLY GLEN BLVD.	DATE:	Tuesday, October 21, 2008
EAST / WEST:	WILSHIRE BLVD.	VICINITY:	LOS ANGELES, CA

DIRECTION:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTALS:
LANES:	1	2	0	1	2	0	1	3	1	1	3	0	
4:00 PM	26	125	16	12	98	14	30	368	76	26	324	8	1123
4:15 PM	23	134	20	18	103	12	28	401	79	23	335	11	1187
4:30 PM	24	144	25	25	108	9	26	433	81	28	347	15	1265
4:45 PM	29	149	27	21	115	13	27	431	84	21	371	10	1298
5:00 PM	33	154	29	17	121	11	29	429	83	23	395	15	1339
5:15 PM	35	131	30	20	136	11	25	423	92	28	348	10	1289
5:30 PM	37	109	33	22	149	13	22	432	105	24	300	16	1262
5:45 PM	31	111	28	21	133	14	20	415	96	21	292	9	1191
6:00 PM	25	109	25	25	125	13	21	422	95	23	268	13	1164
6:15 PM	29	108	23	22	132	12	19	413	92	21	252	12	1135
6:30 PM	23	115	29	21	125	15	15	415	91	23	264	15	1151
6:45 PM	22	121	21	19	122	13	16	416	82	24	251	11	1118

VOLUME STATS:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
TOTAL:	337	1510	306	243	1467	150	278	4998	1056	285	3747	145	14522
P.H.V: (1)	121	578	111	83	480	44	107	1716	340	100	1461	50	5191
P.H.F: (2)		0.938			0.909			0.998			0.930		0.969

(1) Peak Hour Volume (Peak Hour Begins At 430 PM)
(2) Peak Hour Factor (directional aggregate)

QUALITY TRAFFIC DATA, LLC
11040 Santa Monica Blvd, Suite 207, Los Angeles, CA 90025
Phone: 310-341-0019 Fax: 310-807-9247 Info@QualityTrafficData.com

TRAFFIC COUNT SUMMARY

City of Los Angeles
Department of Transportation

STREET:
North/South: COMSTOCK AVENUE

East/West: WILSHIRE BOULEVARD

Day: AM WEDNESDAY — Date: JUNE 4, 2008 — Weather: CLEAR
PM WEDNESDAY — JUNE 4, 2008
Hours: 7-9 AM 4-6 PM

School Day: YES — District: LOS ANGELES

	N/B	S/B	E/B	W/B
DUAL-WHEELED	N/A	N/A	N/A	N/A
BIKES	N/A	N/A	N/A	N/A
BUSES	N/A	N/A	N/A	N/A

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	42	7:45	76	8:45	611	8:45	613	7:45
PM PK 15 MIN	80	5:30	44	4:30	554	5:15	559	5:45
AM PK HOUR	139	7:45	240	8:00	2,084	8:00	2,236	7:45
PM PK HOUR	278	5:00	146	5:00	1,998	4:45	2,039	5:00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	17	37	39	93
8 - 9	26	41	58	125
4 - 5	30	114	52	196
5 - 6	33	190	55	278
TOTAL	106	382	204	692

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	83	46	20	149
8 - 9	129	99	12	240
4 - 5	70	37	23	130
5 - 6	78	47	21	146
TOTAL	360	229	76	665

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
242	N/A	N/A	N/A	N/A
365	N/A	N/A	N/A	N/A
326	N/A	N/A	N/A	N/A
424	N/A	N/A	N/A	N/A
1,357	N/A	N/A	N/A	N/A

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	19	1,284	31	1,334
8 - 9	23	2,009	52	2,084
4 - 5	34	1,824	38	1,896
5 - 6	39	1,919	32	1,990
TOTAL	115	7,036	153	7,304

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	40	1,803	94	1,937
8 - 9	62	2,012	129	2,203
4 - 5	50	1,758	118	1,926
5 - 6	41	1,859	139	2,039
TOTAL	193	7,432	480	8,105

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
3,271	N/A	N/A	N/A	N/A
4,287	N/A	N/A	N/A	N/A
3,822	N/A	N/A	N/A	N/A
4,029	N/A	N/A	N/A	N/A
15,409	N/A	N/A	N/A	N/A

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Los Angeles
N/S: Comstock Avenue
E/W: Wilshire Boulevard
Weather: Sunny

File Name : LACOWIAM
Site Code : 16622115
Start Date : 6/4/2008
Page No : 1

Groups Printed- Total Volume

	Comstock Avenue Southbound				Wilshire Boulevard Westbound				Comstock Avenue Northbound				Wilshire Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	20	9	4	33	5	313	18	336	4	4	7	15	4	217	6	227	611
07:15 AM	15	13	3	31	5	472	27	504	4	8	3	15	9	294	5	308	858
07:30 AM	20	8	7	35	7	463	14	484	6	8	7	21	3	345	7	355	895
07:45 AM	28	16	6	50	23	555	35	613	3	17	22	42	3	428	13	444	1149
Total	83	46	20	149	40	1803	94	1937	17	37	39	93	19	1284	31	1334	3513
08:00 AM	24	17	2	43	14	466	39	519	6	11	23	40	7	426	11	444	1046
08:15 AM	25	27	2	54	13	498	34	545	3	12	14	29	6	487	5	498	1126
08:30 AM	44	19	4	67	15	514	30	559	7	11	10	28	4	507	20	531	1185
08:45 AM	36	36	4	76	20	534	26	580	10	7	11	28	6	589	16	611	1295
Total	129	99	12	240	62	2012	129	2203	26	41	58	125	23	2009	52	2084	4652
Grand Total	212	145	32	389	102	3815	223	4140	43	78	97	218	42	3293	83	3418	8165
Apprch %	54.5	37.3	8.2		2.5	92.1	5.4		19.7	35.8	44.5		1.2	96.3	2.4		
Total %	2.6	1.8	0.4	4.8	1.2	46.7	2.7	50.7	0.5	1	1.2	2.7	0.5	40.3	1	41.9	

	Comstock Avenue Southbound				Wilshire Boulevard Westbound				Comstock Avenue Northbound				Wilshire Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	24	17	2	43	14	466	**39**	519	6	11	**23**	**40**	**7**	426	11	444	1046
08:15 AM	25	27	2	54	13	498	34	545	3	**12**	14	29	6	487	5	498	1126
08:30 AM	**44**	19	**4**	67	15	514	30	559	7	11	10	28	4	507	**20**	531	1185
08:45 AM	36	**36**	4	**76**	**20**	**534**	26	**580**	**10**	7	11	28	6	**589**	16	**611**	**1295**
Total Volume	129	99	12	240	62	2012	129	2203	26	41	58	125	23	2009	52	2084	4652
% App. Total	53.8	41.2	5		2.8	91.3	5.9		20.8	32.8	46.4		1.1	96.4	2.5		
PHF	.733	.688	.750	.789	.775	.942	.827	.950	.650	.854	.630	.781	.821	.853	.650	.853	.898

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Los Angeles
N/S: Comstock Avenue
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File Name : LACOWIAM
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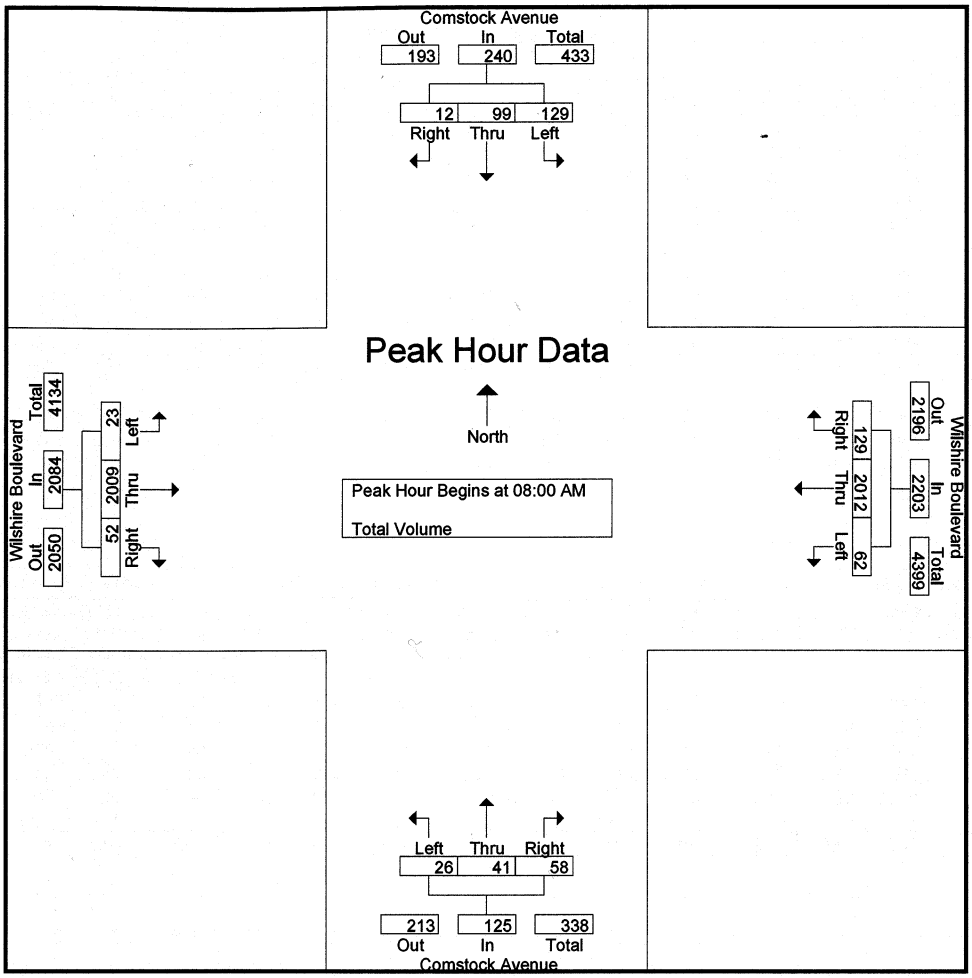
Start Date : 6/4/2008
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM				07:45 AM				07:45 AM				08:00 AM			
+0 mins.	24	17	2	43	**23**	**555**	35	**613**	3	**17**	22	**42**	**7**	426	11	444
+15 mins.	25	27	2	54	14	466	**39**	519	6	11	**23**	40	6	487	5	498
+30 mins.	**44**	19	**4**	67	13	498	34	545	3	12	14	29	4	507	**20**	531
+45 mins.	36	**36**	4	**76**	15	514	30	559	**7**	11	10	28	6	**589**	16	**611**
Total Volume	129	99	12	240	65	2033	138	2236	19	51	69	139	23	2009	52	2084
% App. Total	53.8	41.2	5		2.9	90.9	6.2		13.7	36.7	49.6		1.1	96.4	2.5	
PHF	.733	.688	.750	.789	.707	.916	.885	.912	.679	.750	.750	.827	.821	.853	.650	.853

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Los Angeles
N/S: Comstock Avenue
E/W: Wilshire Boulevard
Weather: Sunny

File Name : LACOWIPM
Site Code : 16622115
Start Date : 6/4/2008
Page No : 1

Groups Printed- Total Volume

	Comstock Avenue Southbound				Wilshire Boulevard Westbound				Comstock Avenue Northbound				Wilshire Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	11	13	9	33	14	382	25	421	11	28	15	54	7	399	13	419	927
04:15 PM	18	12	1	31	10	485	30	525	8	29	15	52	10	494	7	511	1119
04:30 PM	24	8	12	44	19	411	26	456	6	23	12	41	10	434	11	455	996
04:45 PM	17	4	1	22	7	480	37	524	5	34	10	49	7	497	7	511	1106
Total	70	37	23	130	50	1758	118	1926	30	114	52	196	34	1824	38	1896	4148
05:00 PM	16	16	5	37	12	420	32	464	3	45	17	65	3	444	4	451	1017
05:15 PM	18	8	6	32	12	456	33	501	10	52	14	76	10	537	7	554	1163
05:30 PM	20	14	8	42	6	475	34	515	16	50	14	80	13	462	7	482	1119
05:45 PM	24	9	2	35	11	508	40	559	4	43	10	57	13	476	14	503	1154
Total	78	47	21	146	41	1859	139	2039	33	190	55	278	39	1919	32	1990	4453
Grand Total	148	84	44	276	91	3617	257	3965	63	304	107	474	73	3743	70	3886	8601
Apprch %	53.6	30.4	15.9		2.3	91.2	6.5		13.3	64.1	22.6		1.9	96.3	1.8		
Total %	1.7	1	0.5	3.2	1.1	42.1	3	46.1	0.7	3.5	1.2	5.5	0.8	43.5	0.8	45.2	

	Comstock Avenue Southbound				Wilshire Boulevard Westbound				Comstock Avenue Northbound				Wilshire Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	16	**16**	5	37	**12**	420	32	464	3	45	**17**	65	3	444	4	451	1017
05:15 PM	18	8	6	32	12	456	33	501	10	**52**	14	76	10	**537**	7	**554**	**1163**
05:30 PM	20	14	**8**	**42**	6	475	34	515	**16**	50	14	**80**	**13**	462	7	482	1119
05:45 PM	**24**	9	2	35	11	**508**	**40**	**559**	4	43	10	57	13	476	**14**	503	1154
Total Volume	78	47	21	146	41	1859	139	2039	33	190	55	278	39	1919	32	1990	4453
% App. Total	53.4	32.2	14.4		2	91.2	6.8		11.9	68.3	19.8		2	96.4	1.6		
PHF	.813	.734	.656	.869	.854	.915	.869	.912	.516	.913	.809	.869	.750	.893	.571	.898	.957

Counts Unlimited Inc.
25286 Jaclyn Avenue
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File Name : LACOWIPM
Site Code : 16622115
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City of Los Angeles
N/S: Comstock Avenue
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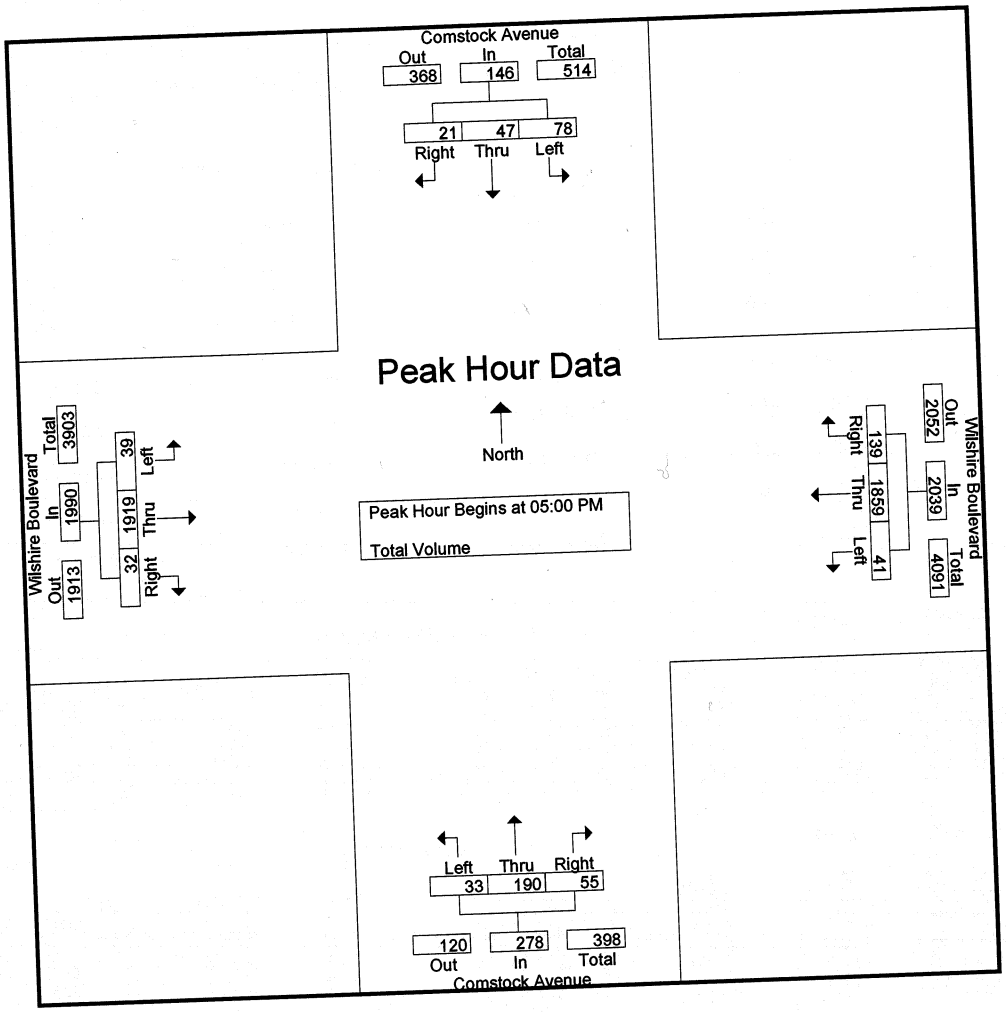
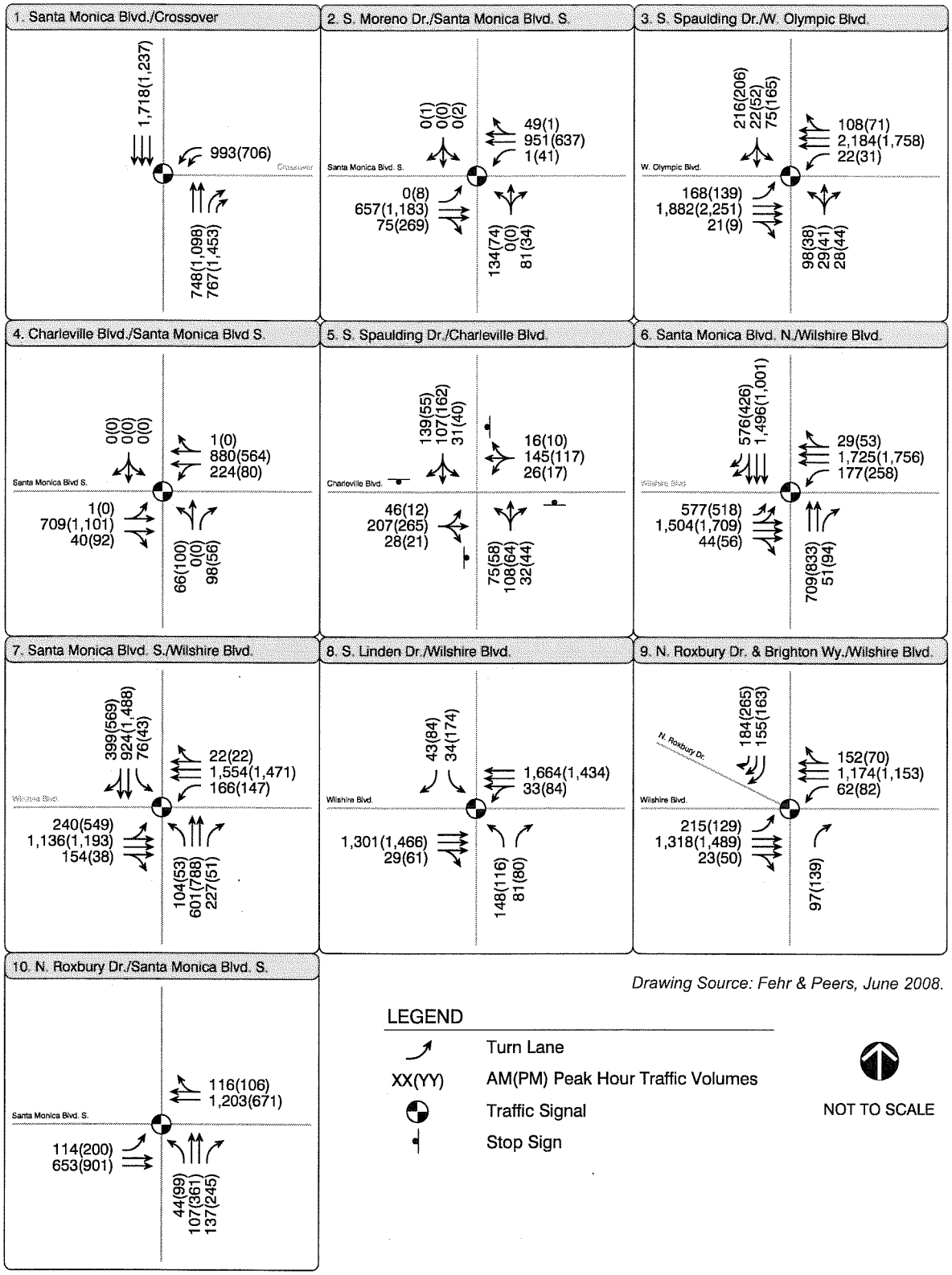


Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				04:45 PM			
+0 mins.	16	**16**	5	37	**12**	420	32	464	3	45	**17**	65	7	497	**7**	511
+15 mins.	18	8	6	32	12	456	33	501	10	**52**	14	76	3	444	4	451
+30 mins.	20	14	**8**	**42**	6	475	34	515	**16**	50	14	**80**	10	**537**	7	**554**
+45 mins.	**24**	9	2	35	11	**508**	**40**	**559**	4	43	10	57	**13**	462	7	482
Total Volume	78	47	21	146	41	1859	139	2039	33	190	55	278	33	1940	25	1998
% App. Total	53.4	32.2	14.4		2	91.2	6.8		11.9	68.3	19.8		1.7	97.1	1.3	
PHF	.813	.734	.656	.869	.854	.915	.869	.912	.516	.913	.809	.869	.635	.903	.893	.902



Drawing Source: Fehr & Peers, June 2008.

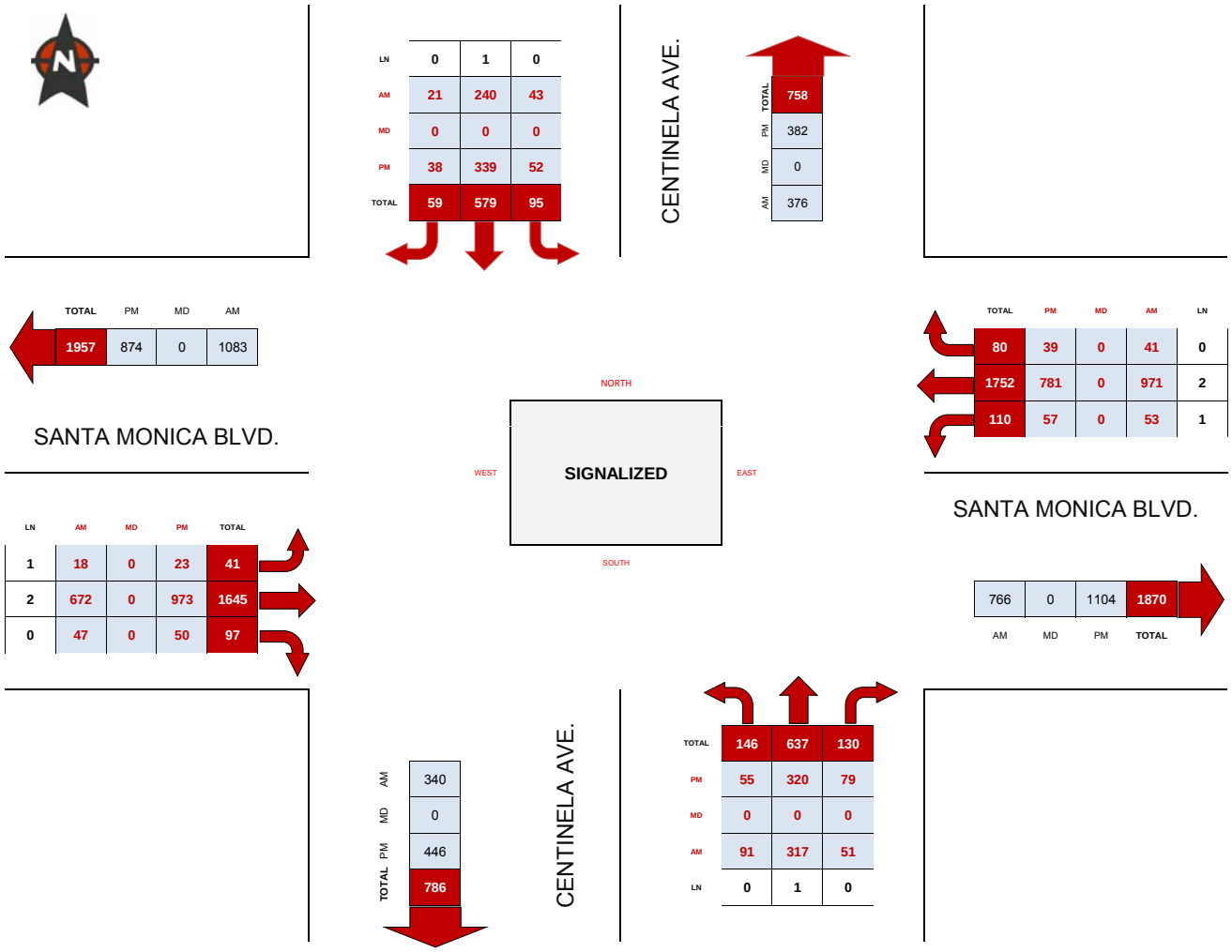
Existing Conditions: Weekday AM & PM Peak Hour Traffic Volumes and Lane Configuration

Figure 4.8-2

PEAK HOUR ITM SUMMARY

#018 CENTINELA AVE. & SANTA MONICA BLVD.

LOCATION #:	018	QTD PRJ #:	080258	AM PEAK:	800 AM
NORTH / SOUTH:	CENTINELA AVE.	DATE:	Thursday, October 30, 2008	MD PEAK:	
EAST / WEST:	SANTA MONICA BLVD.	VICINITY:	LOS ANGELES, CA	PM PEAK:	445 PM



AM COUNT	7:00 AM	TO	10:00 AM	MD COUNT	-	TO	-	PM COUNT	4:00 PM TO 7:00 PM

QUALITY TRAFFIC DATA, LLC
11040 Santa Monica Blvd, Suite 207, Los Angeles, CA 90025
Phone: 310-341-0019 Fax: 310-807-9247 Info@QualityTrafficData.com

VEHICLE TURNING MOVEMENT COUNT

#018 CENTINELA AVE. & SANTA MONICA BLVD. - AM PEAK

LOCATION #:	018	QTD PRJ #:	080258
NORTH / SOUTH:	CENTINELA AVE.	DATE:	Thursday, October 30, 2008
EAST / WEST:	SANTA MONICA BLVD.	VICINITY:	LOS ANGELES, CA

DIRECTION:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTALS:
LANES:	0	1	0	0	1	0	1	2	0	1	2	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	7	43	7	1	12	1	2	77	5	7	130	4	296
7:15 AM	10	52	5	6	23	4	6	110	8	10	165	8	407
7:30 AM	14	63	6	5	35	6	4	143	12	9	201	10	508
7:45 AM	15	61	11	9	46	3	4	160	13	7	224	12	565
8:00 AM	19	59	9	12	55	8	3	177	10	5	248	11	616
8:15 AM	22	72	12	10	61	7	6	170	9	16	240	9	634
8:30 AM	26	95	14	9	69	2	5	164	13	19	246	11	673
8:45 AM	24	91	16	12	55	4	4	161	15	13	237	10	642
9:00 AM	23	82	18	15	48	1	3	155	11	8	232	8	604
9:15 AM	21	74	14	12	41	2	5	143	9	5	213	5	544
9:30 AM	18	65	12	11	35	1	2	132	12	11	192	2	493
9:45 AM	16	58	13	8	32	1	1	125	7	9	178	5	453
10:00 AM													
10:15 AM													
10:30 AM													

VOLUME STATS:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
TOTAL:	215	815	137	110	512	40	45	1717	124	119	2506	95	6435
P.H.V: (1)	91	317	51	43	240	21	18	672	47	53	971	41	2565
P.H.F: (2)		0.850			0.950			0.970			0.965		0.953

(1) Peak Hour Volume (Peak Hour Begins At 800 AM)
(2) Peak Hour Factor (directional aggregate)

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VEHICLE TURNING MOVEMENT COUNT

#018 CENTINELA AVE. & SANTA MONICA BLVD. - PM PEAK

LOCATION #:	018	QTD PRJ #:	080258
NORTH / SOUTH:	CENTINELA AVE.	DATE:	Thursday, October 30, 2008
EAST / WEST:	SANTA MONICA BLVD.	VICINITY:	LOS ANGELES, CA

DIRECTION:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTALS:
LANES:	0	1	0	0	1	0	1	2	0	1	2	0	
4:00 PM	21	71	26	13	58	10	5	263	19	15	216	5	722
4:15 PM	15	69	22	9	65	5	3	252	16	14	207	7	684
4:30 PM	16	68	18	5	72	8	1	241	12	12	200	6	659
4:45 PM	16	73	21	11	83	6	2	247	10	15	194	12	690
5:00 PM	13	78	17	15	95	9	5	251	13	17	192	11	716
5:15 PM	12	82	21	11	86	10	7	242	10	11	197	9	698
5:30 PM	14	87	20	15	75	13	9	233	17	14	198	7	702
5:45 PM	18	84	17	12	71	12	5	231	15	13	190	8	676
6:00 PM	17	80	15	13	69	15	3	235	14	9	182	7	659
6:15 PM	13	75	17	14	64	11	6	224	11	8	174	6	623
6:30 PM	11	72	12	12	62	8	5	215	16	11	162	5	591
6:45 PM	9	75	11	13	58	6	2	208	12	12	141	2	549

VOLUME STATS:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
TOTAL:	175	914	217	143	858	113	53	2842	165	151	2253	85	7969
P.H.V: (1)	55	320	79	52	339	38	23	973	50	57	781	39	2806
P.H.F: (2)		0.938			0.901			0.972			0.992		0.980

(1) Peak Hour Volume (Peak Hour Begins At 445 PM)
(2) Peak Hour Factor (directional aggregate)

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City Traffic Counters
626.256.4171

File Name : BundySM
Site Code : 00000000
Start Date : 10/29/2008
Page No : 1

Groups Printed- Unshifted

	Bundy Dr Southbound			Santa Monica Blvd Westbound			Bundy Dr Northbound			Santa Monica Blvd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	18	87	3	0	171	15	21	158	16	1	58	12	560
07:15 AM	18	114	5	0	182	17	16	181	14	4	74	9	634
07:30 AM	7	178	6	0	240	18	26	244	12	4	118	12	865
07:45 AM	9	193	8	0	283	18	20	189	24	6	136	25	911
Total	52	572	22	0	876	68	83	772	66	15	386	58	2970
08:00 AM	14	211	10	0	208	21	21	235	18	10	134	20	902
08:15 AM	16	216	5	0	261	23	24	216	11	5	167	22	966
08:30 AM	18	223	5	0	270	10	12	189	16	6	141	23	913
08:45 AM	14	215	5	0	297	14	28	200	13	11	167	24	988
Total	62	865	25	0	1036	68	85	840	58	32	609	89	3769
09:00 AM	9	180	7	0	264	16	22	211	19	9	138	23	898
09:15 AM	20	171	9	0	242	10	24	182	9	13	141	24	845
09:30 AM	16	155	9	0	226	19	23	195	23	9	138	20	833
09:45 AM	20	147	13	0	263	10	31	194	13	8	141	24	864
Total	65	653	38	0	995	55	100	782	64	39	558	91	3440
04:00 PM	10	208	7	4	188	20	27	180	11	15	180	21	871
04:15 PM	19	179	10	0	188	12	27	181	24	19	237	24	920
04:30 PM	13	176	5	0	183	9	18	229	24	8	211	24	900
04:45 PM	14	163	7	1	182	11	15	210	23	25	191	33	875
Total	56	726	29	5	741	52	87	800	82	67	819	102	3566
05:00 PM	8	166	14	0	198	23	15	243	23	9	195	27	921
05:15 PM	15	164	5	0	189	6	19	240	28	12	282	34	994
05:30 PM	10	180	9	0	185	16	17	281	24	12	213	36	983
05:45 PM	16	170	8	0	178	16	23	271	33	22	204	24	965
Total	49	680	36	0	750	61	74	1035	108	55	894	121	3863
06:00 PM	13	184	10	1	169	6	15	260	21	18	219	35	951
06:15 PM	12	159	8	1	202	7	21	245	19	16	221	27	938
06:30 PM	16	148	6	0	188	5	20	268	33	15	210	25	934
06:45 PM	11	129	8	0	170	6	17	251	27	15	196	49	879
Total	52	620	32	2	729	24	73	1024	100	64	846	136	3702
Grand Total	336	4116	182	7	5127	328	502	5253	478	272	4112	597	21310
Apprch %	7.3	88.8	3.9	0.1	93.9	6.0	8.1	84.3	7.7	5.5	82.6	12.0	
Total %	1.6	19.3	0.9	0.0	24.1	1.5	2.4	24.7	2.2	1.3	19.3	2.8	

City Traffic Counters
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File Name : BundySM
Site Code : 00000000
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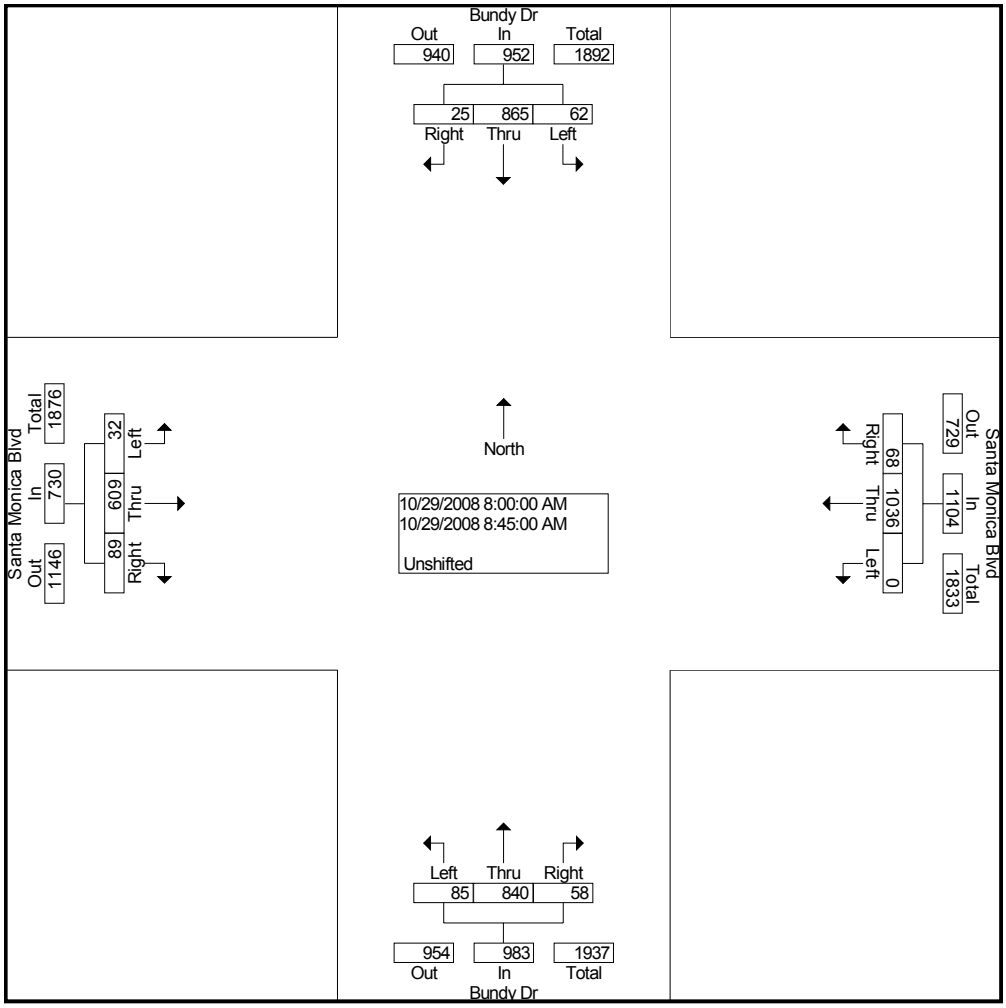
	Bundy Dr Southbound				Santa Monica Blvd Westbound				Bundy Dr Northbound				Santa Monica Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	08:00 AM																
Volume	62	865	25	952	0	1036	68	1104	85	840	58	983	32	609	89	730	3769
Percent	6.5	90.9	2.6		0.0	93.8	6.2		8.6	85.5	5.9		4.4	83.4	12.2		
08:45 Volume	14	215	5	234	0	297	14	311	28	200	13	241	11	167	24	202	988
Peak Factor																	0.954
High Int.	08:30 AM				08:45 AM				08:00 AM				08:45 AM				
Volume	18	223	5	246	0	297	14	311	21	235	18	274	11	167	24	202	
Peak Factor				0.967				0.887				0.897				0.903	



City Traffic Counters
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File Name : BundySM
Site Code : 00000000
Start Date : 10/29/2008
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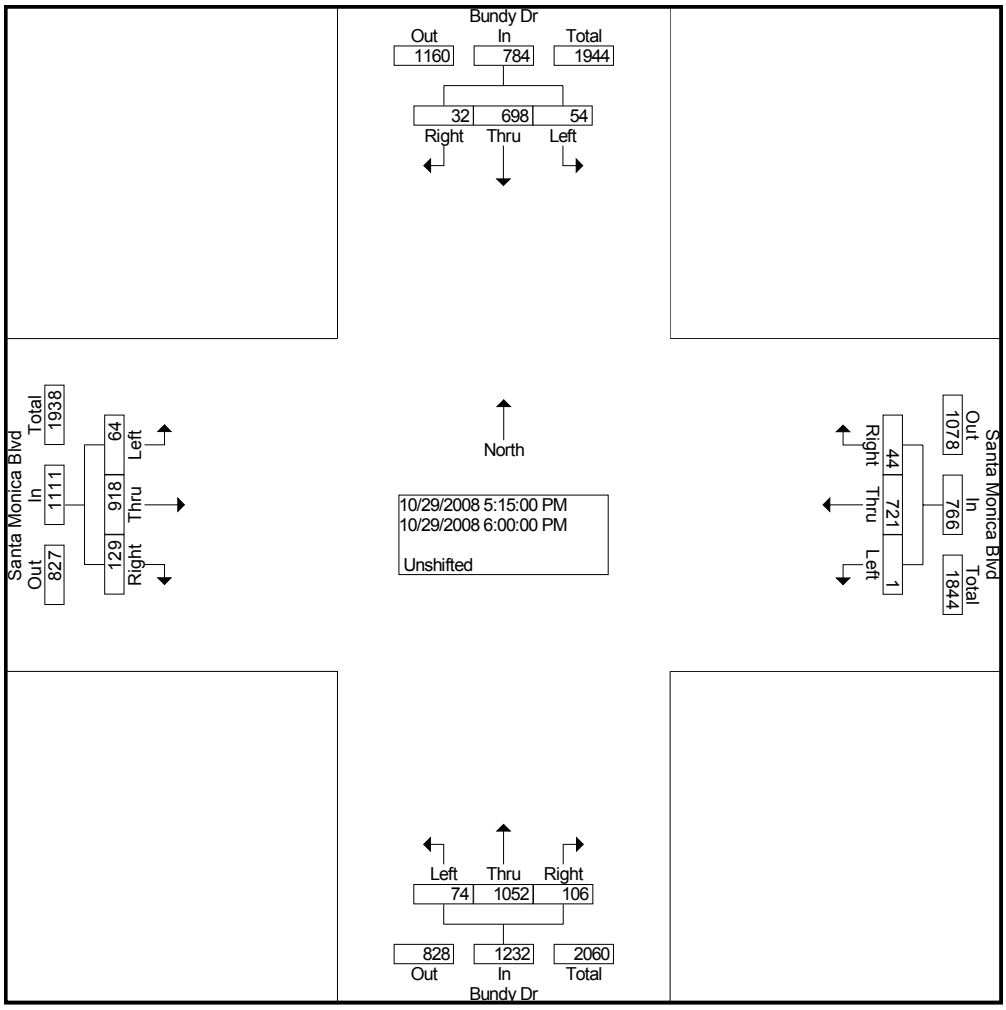
	Bundy Dr Southbound				Santa Monica Blvd Westbound				Bundy Dr Northbound				Santa Monica Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:00 PM to 06:45 PM - Peak 1 of 1																	
Intersection	05:15 PM																
Volume	54	698	32	784	1	721	44	766	74	1052	106	1232	64	918	129	1111	3893
Percent	6.9	89.0	4.1		0.1	94.1	5.7		6.0	85.4	8.6		5.8	82.6	11.6		
05:15 Volume	15	164	5	184	0	189	6	195	19	240	28	287	12	282	34	328	994
Peak Factor																	0.979
High Int.	06:00 PM				05:30 PM				05:45 PM				05:15 PM				
Volume	13	184	10	207	0	185	16	201	23	271	33	327	12	282	34	328	
Peak Factor				0.947				0.953				0.942				0.847	



City Traffic Counters
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File Name : BarrSM
Site Code : 00000000
Start Date : 10/29/2008
Page No : 1

Groups Printed- 1 - Unshifted

	Barrington Ave Southbound			Santa Monica Blvd Westbound			Barrington Ave Northbound			Santa Monica Blvd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	12	43	11	10	182	17	18	66	18	4	133	1	515
07:15 AM	19	54	7	13	223	25	28	91	15	3	146	11	635
07:30 AM	29	78	13	10	244	29	23	118	23	9	177	15	768
07:45 AM	30	104	8	12	285	36	35	132	28	9	208	18	905
Total	90	279	39	45	934	107	104	407	84	25	664	45	2823
08:00 AM	27	129	8	16	286	28	24	130	25	4	231	33	941
08:15 AM	21	104	13	16	241	15	32	117	29	12	236	13	849
08:30 AM	22	121	14	13	238	15	32	159	14	7	253	18	906
08:45 AM	15	133	11	17	286	12	21	136	21	10	249	17	928
Total	85	487	46	62	1051	70	109	542	89	33	969	81	3624
09:00 AM	21	126	11	15	253	16	29	134	27	7	266	23	928
09:15 AM	23	107	17	16	232	12	31	115	22	6	223	19	823
09:30 AM	13	89	14	18	216	19	35	129	28	16	244	20	841
09:45 AM	11	66	12	14	240	17	18	102	19	9	211	14	733
Total	68	388	54	63	941	64	113	480	96	38	944	76	3325
04:00 PM	26	135	8	19	261	28	23	108	27	17	224	31	907
04:15 PM	19	132	9	27	206	11	25	97	15	12	201	34	788
04:30 PM	28	124	12	25	212	22	18	129	24	13	249	34	890
04:45 PM	21	134	9	17	231	17	29	108	15	22	229	34	866
Total	94	525	38	88	910	78	95	442	81	64	903	133	3451
05:00 PM	17	142	8	20	226	29	25	105	25	20	211	43	871
05:15 PM	22	133	3	26	204	17	26	141	21	18	226	39	876
05:30 PM	20	119	16	20	185	21	25	116	19	18	194	32	785
05:45 PM	19	141	5	26	182	20	23	141	30	11	207	38	843
Total	78	535	32	92	797	87	99	503	95	67	838	152	3375
06:00 PM	22	131	12	25	212	21	25	135	29	19	209	33	873
06:15 PM	19	132	8	24	199	16	35	132	32	19	202	35	853
06:30 PM	15	134	12	29	175	17	31	133	25	25	230	33	859
06:45 PM	13	123	13	28	179	26	23	113	26	22	274	35	875
Total	69	520	45	106	765	80	114	513	112	85	915	136	3460
Grand Total	484	2734	254	456	5398	486	634	2887	557	312	5233	623	20058
Apprch %	13.9	78.7	7.3	7.2	85.1	7.7	15.5	70.8	13.7	5.1	84.8	10.1	
Total %	2.4	13.6	1.3	2.3	26.9	2.4	3.2	14.4	2.8	1.6	26.1	3.1	

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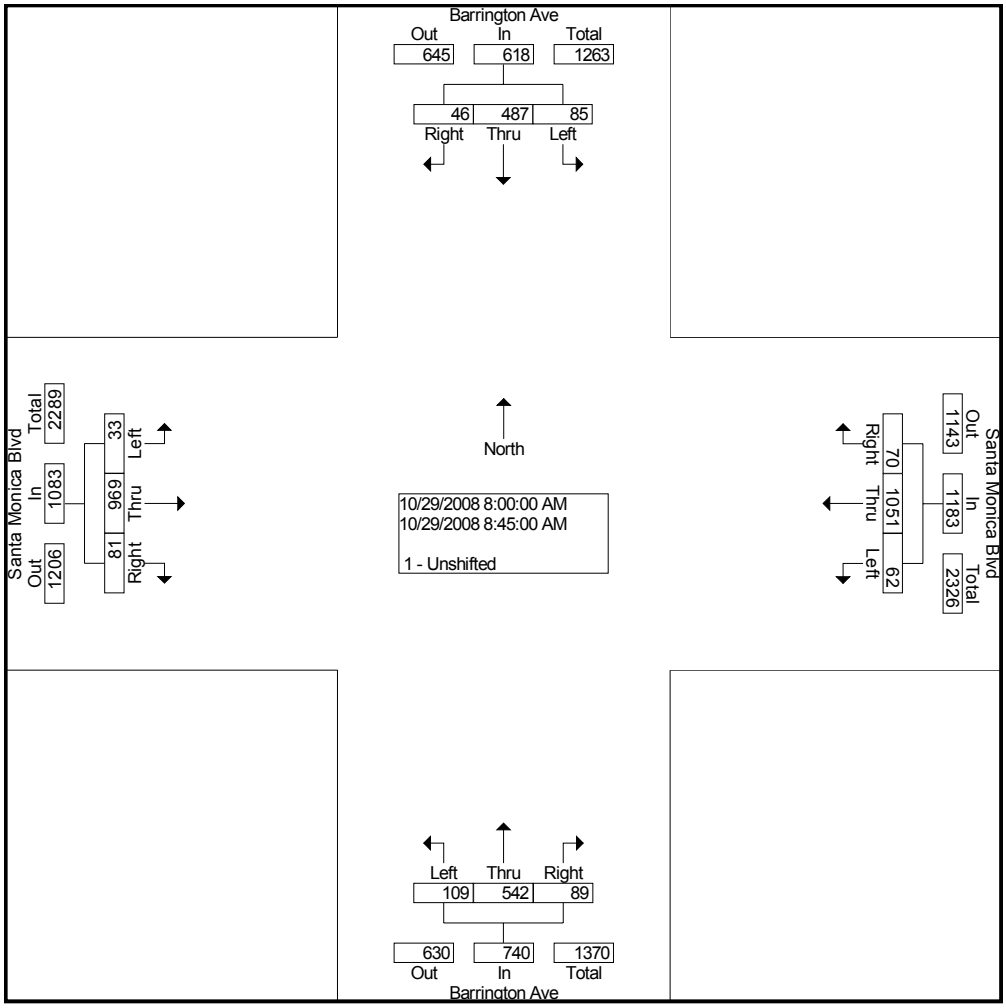
	Barrington Ave Southbound				Santa Monica Blvd Westbound				Barrington Ave Northbound				Santa Monica Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	08:00 AM																
Volume	85	487	46	618	62	1051	70	1183	109	542	89	740	33	969	81	1083	3624
Percent	13.8	78.8	7.4		5.2	88.8	5.9		14.7	73.2	12.0		3.0	89.5	7.5		
08:00 Volume	27	129	8	164	16	286	28	330	24	130	25	179	4	231	33	268	941
Peak Factor																	0.963
High Int.	08:00 AM				08:00 AM				08:30 AM				08:30 AM				
Volume	27	129	8	164	16	286	28	330	32	159	14	205	7	253	18	278	
Peak Factor				0.942				0.896				0.902				0.974	



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File Name : BarrSM
Site Code : 00000000
Start Date : 10/29/2008
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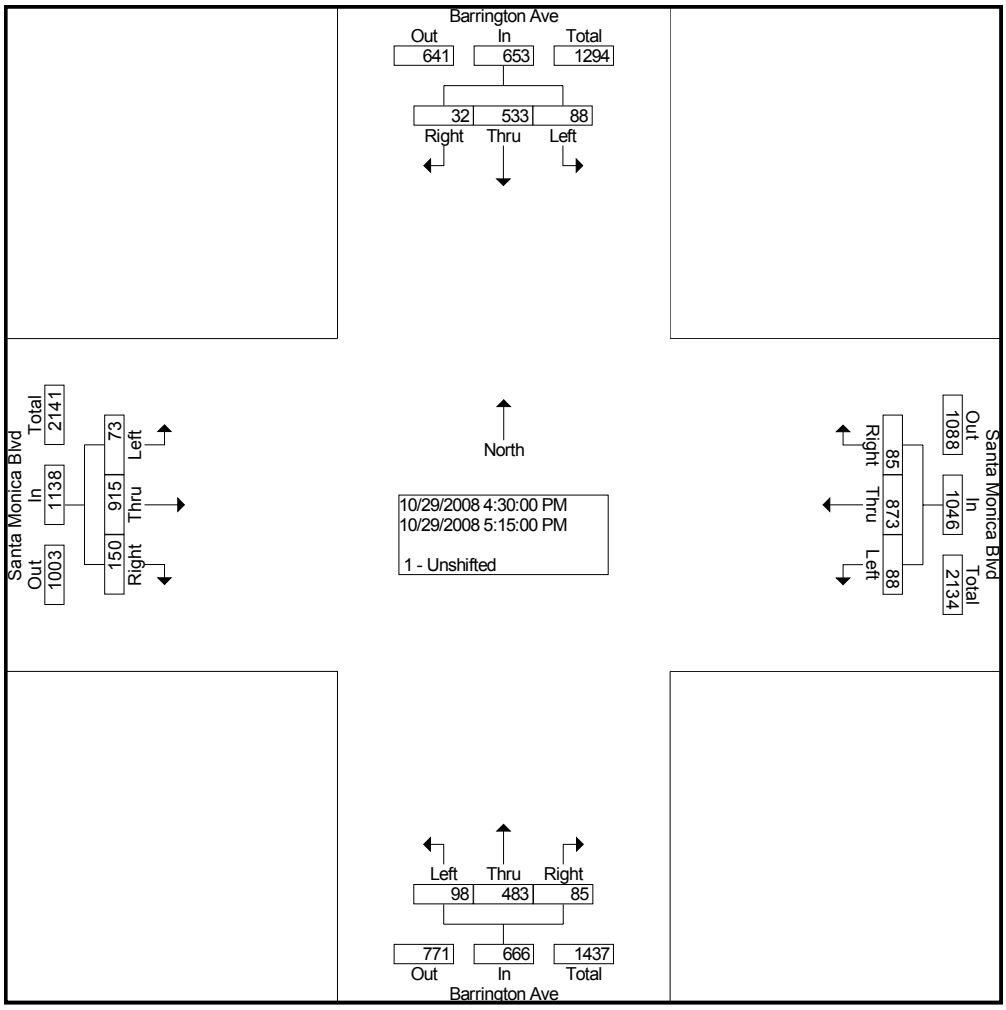
	Barrington Ave Southbound				Santa Monica Blvd Westbound				Barrington Ave Northbound				Santa Monica Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:00 PM to 06:45 PM - Peak 1 of 1																	
Intersection	04:30 PM																
Volume	88	533	32	653	88	873	85	1046	98	483	85	666	73	915	150	1138	3503
Percent	13.5	81.6	4.9		8.4	83.5	8.1		14.7	72.5	12.8		6.4	80.4	13.2		
04:30 Volume	28	124	12	164	25	212	22	259	18	129	24	171	13	249	34	296	890
Peak Factor																	0.984
High Int.	05:00 PM				05:00 PM				05:15 PM				04:30 PM				
Volume	17	142	8	167	20	226	29	275	26	141	21	188	13	249	34	296	
Peak Factor				0.978				0.951				0.886				0.961	



City Traffic Counters
626.256.4171

File Name : FedSM
Site Code : 00000000
Start Date : 10/29/2008
Page No : 1

Groups Printed- 1 - Unshifted

	Federal Ave Southbound			Santa Monica Blvd Westbound			Federal Ave Northbound			Santa Monica Blvd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	6	3	4	12	224	10	6	9	7	11	163	2	457
07:15 AM	7	12	9	3	247	14	4	22	7	9	177	3	514
07:30 AM	23	12	5	8	276	27	6	20	7	10	229	4	627
07:45 AM	34	41	10	10	334	50	15	48	9	15	235	2	803
Total	70	68	28	33	1081	101	31	99	30	45	804	11	2401
08:00 AM	37	46	15	11	298	22	5	37	13	7	251	8	750
08:15 AM	26	33	5	4	244	19	10	37	19	12	261	3	673
08:30 AM	32	40	7	2	255	20	6	30	9	11	298	12	722
08:45 AM	31	46	10	12	265	18	8	27	8	9	255	5	694
Total	126	165	37	29	1062	79	29	131	49	39	1065	28	2839
09:00 AM	15	33	9	6	259	29	8	25	11	10	242	5	652
09:15 AM	18	24	11	7	278	17	8	18	7	15	300	6	709
09:30 AM	16	17	12	7	244	13	4	24	8	13	259	7	624
09:45 AM	16	21	9	8	249	12	7	22	10	10	239	5	608
Total	65	95	41	28	1030	71	27	89	36	48	1040	23	2593
04:00 PM	24	77	11	6	261	30	11	36	9	15	274	17	771
04:15 PM	30	81	8	7	229	25	5	35	16	9	240	15	700
04:30 PM	32	75	9	13	219	27	7	40	7	12	286	16	743
04:45 PM	16	88	19	10	223	31	10	31	15	17	235	14	709
Total	102	321	47	36	932	113	33	142	47	53	1035	62	2923
05:00 PM	19	95	16	9	251	27	14	49	5	13	265	12	775
05:15 PM	21	123	10	8	238	25	10	54	7	22	201	20	739
05:30 PM	16	83	5	15	228	26	9	43	12	19	210	12	678
05:45 PM	20	110	17	10	202	29	6	56	15	10	225	10	710
Total	76	411	48	42	919	107	39	202	39	64	901	54	2902
06:00 PM	17	64	11	10	238	30	7	41	7	17	229	14	685
06:15 PM	23	68	13	11	210	29	14	43	7	13	240	14	685
06:30 PM	18	61	8	10	218	34	7	52	12	16	241	20	697
06:45 PM	13	50	9	16	221	36	11	54	20	28	276	22	756
Total	71	243	41	47	887	129	39	190	46	74	986	70	2823
Grand Total	510	1303	242	215	5911	600	198	853	247	323	5831	248	16481
Apprch %	24.8	63.4	11.8	3.2	87.9	8.9	15.3	65.7	19.0	5.0	91.1	3.9	
Total %	3.1	7.9	1.5	1.3	35.9	3.6	1.2	5.2	1.5	2.0	35.4	1.5	

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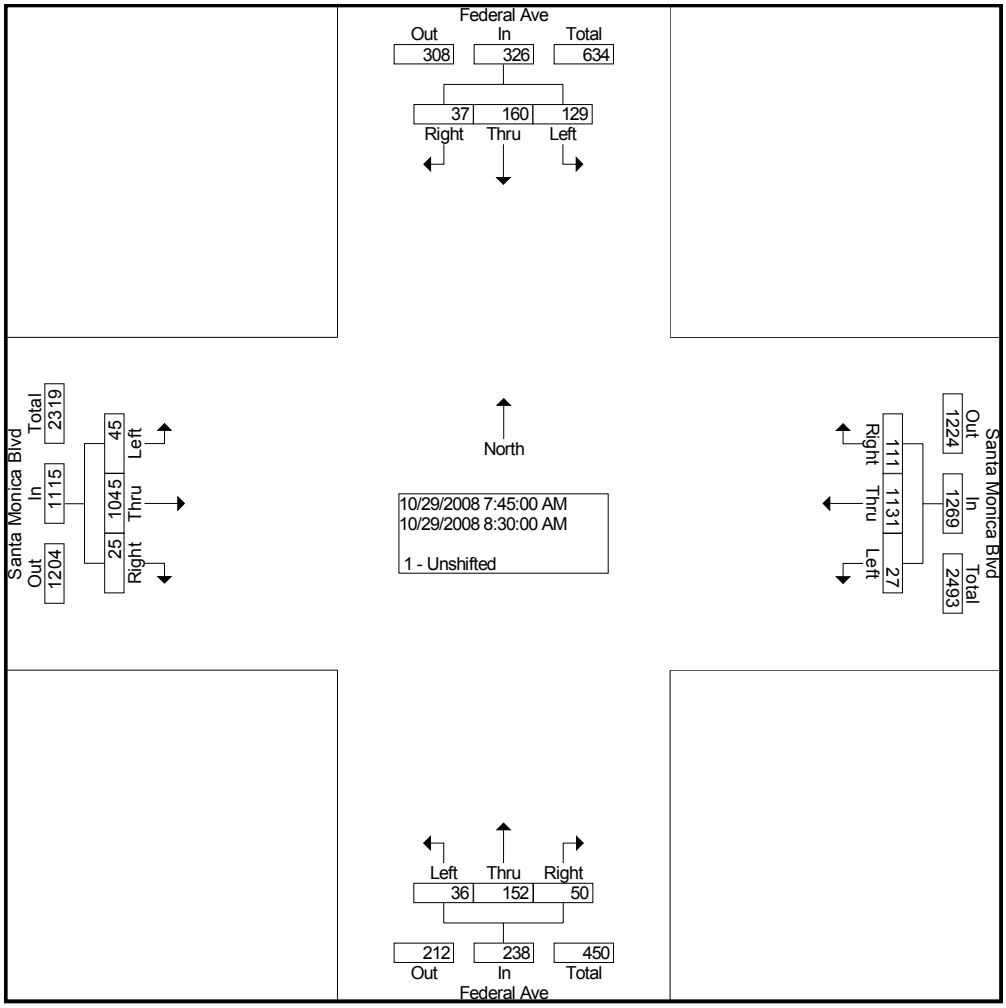
	Federal Ave Southbound				Santa Monica Blvd Westbound				Federal Ave Northbound				Santa Monica Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	129	160	37	326	27	1131	111	1269	36	152	50	238	45	1045	25	1115	2948
Percent	39.6	49.1	11.3		2.1	89.1	8.7		15.1	63.9	21.0		4.0	93.7	2.2		
07:45 Volume	34	41	10	85	10	334	50	394	15	48	9	72	15	235	2	252	803
Peak Factor																	0.918
High Int.	08:00 AM				07:45 AM				07:45 AM				08:30 AM				
Volume	37	46	15	98	10	334	50	394	15	48	9	72	11	298	12	321	
Peak Factor				0.832				0.805				0.826				0.868	



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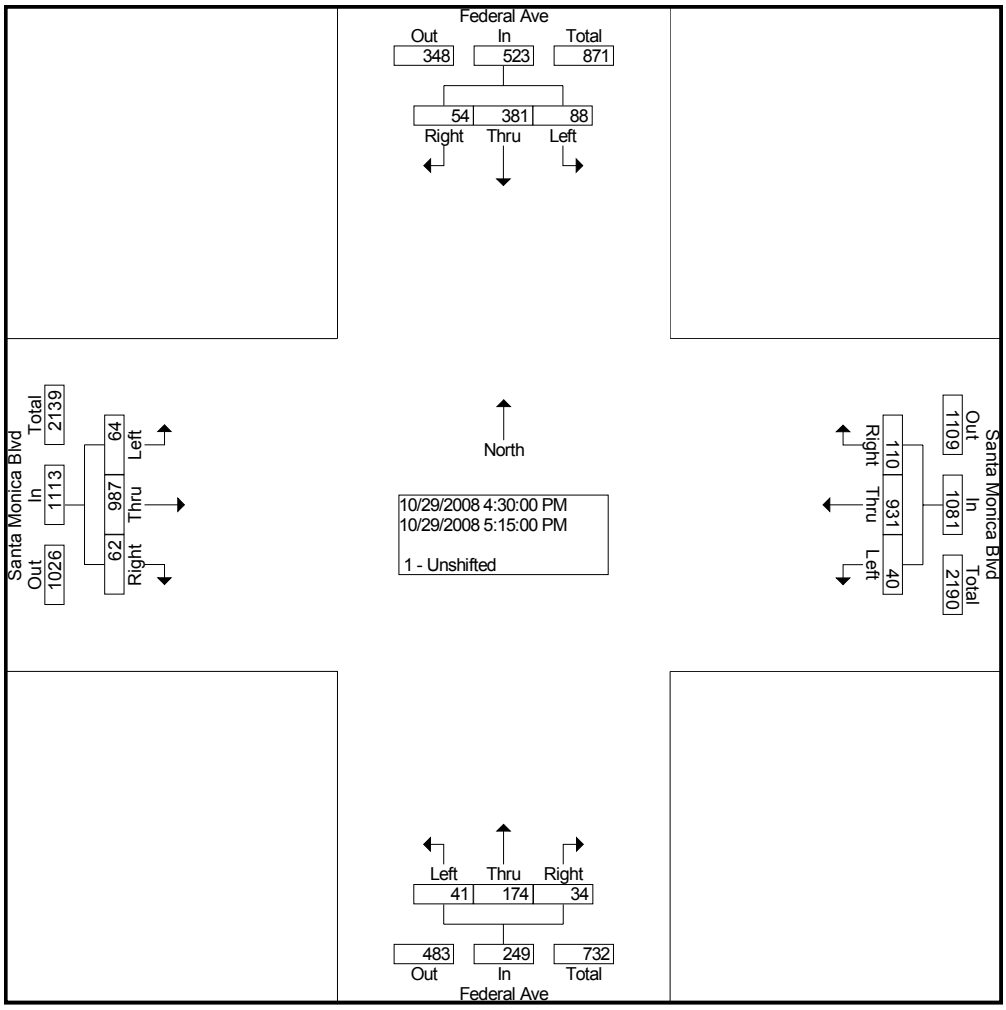
	Federal Ave Southbound				Santa Monica Blvd Westbound				Federal Ave Northbound				Santa Monica Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:00 PM to 06:45 PM - Peak 1 of 1																	
Intersection	04:30 PM																
Volume	88	381	54	523	40	931	110	1081	41	174	34	249	64	987	62	1113	2966
Percent	16.8	72.8	10.3		3.7	86.1	10.2		16.5	69.9	13.7		5.8	88.7	5.6		
05:00 Volume	19	95	16	130	9	251	27	287	14	49	5	68	13	265	12	290	775
Peak Factor																	0.957
High Int.	05:15 PM				05:00 PM				05:15 PM				04:30 PM				
Volume	21	123	10	154	9	251	27	287	10	54	7	71	12	286	16	314	
Peak Factor				0.849				0.942				0.877				0.886	



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File Name : 405SB_SM
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Groups Printed- 1 - Unshifted

	405 SB Ramps Southbound			Santa Monica Blvd Westbound			405 SB Ramps Northbound			Santa Monica Blvd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	99	37	18	147	272	0	0	0	0	0	156	84	813
07:15 AM	112	53	39	156	327	0	0	0	0	0	178	115	980
07:30 AM	132	59	34	137	335	0	0	0	0	0	218	120	1035
07:45 AM	146	78	49	188	382	0	0	0	0	0	250	121	1214
Total	489	227	140	628	1316	0	0	0	0	0	802	440	4042
08:00 AM	150	81	60	164	351	0	0	0	0	0	284	130	1220
08:15 AM	175	70	58	158	345	0	0	0	0	0	291	109	1206
08:30 AM	171	54	57	138	336	0	0	0	0	0	242	131	1129
08:45 AM	159	64	54	142	328	0	0	0	0	0	272	115	1134
Total	655	269	229	602	1360	0	0	0	0	0	1089	485	4689
09:00 AM	171	40	61	136	331	0	0	0	0	0	259	71	1069
09:15 AM	148	49	67	141	313	0	0	0	0	0	270	109	1097
09:30 AM	135	41	61	132	308	0	0	0	0	0	212	119	1008
09:45 AM	134	50	52	127	303	0	0	0	0	0	275	107	1048
Total	588	180	241	536	1255	0	0	0	0	0	1016	406	4222
04:00 PM	181	124	85	137	318	0	0	0	0	0	282	76	1203
04:15 PM	140	89	53	169	323	0	0	0	0	0	314	82	1170
04:30 PM	136	90	41	176	315	0	0	0	0	0	303	102	1163
04:45 PM	142	49	55	179	266	0	0	0	0	0	306	85	1082
Total	599	352	234	661	1222	0	0	0	0	0	1205	345	4618
05:00 PM	170	74	46	174	272	0	0	0	0	0	316	83	1135
05:15 PM	139	68	42	185	240	0	0	0	0	0	333	90	1097
05:30 PM	142	76	46	157	238	0	0	0	0	0	340	82	1081
05:45 PM	151	64	44	172	236	0	0	0	0	0	336	63	1066
Total	602	282	178	688	986	0	0	0	0	0	1325	318	4379
06:00 PM	136	89	61	134	228	0	0	0	0	0	333	57	1038
06:15 PM	161	74	56	156	259	0	0	0	0	0	340	71	1117
06:30 PM	188	45	43	180	270	0	0	0	0	0	306	58	1090
06:45 PM	164	36	41	176	313	0	0	0	0	0	365	49	1144
Total	649	244	201	646	1070	0	0	0	0	0	1344	235	4389
Grand Total	3582	1554	1223	3761	7209	0	0	0	0	0	6781	2229	26339
Apprch %	56.3	24.4	19.2	34.3	65.7	0.0	0.0	0.0	0.0	0.0	75.3	24.7	
Total %	13.6	5.9	4.6	14.3	27.4	0.0	0.0	0.0	0.0	0.0	25.7	8.5	

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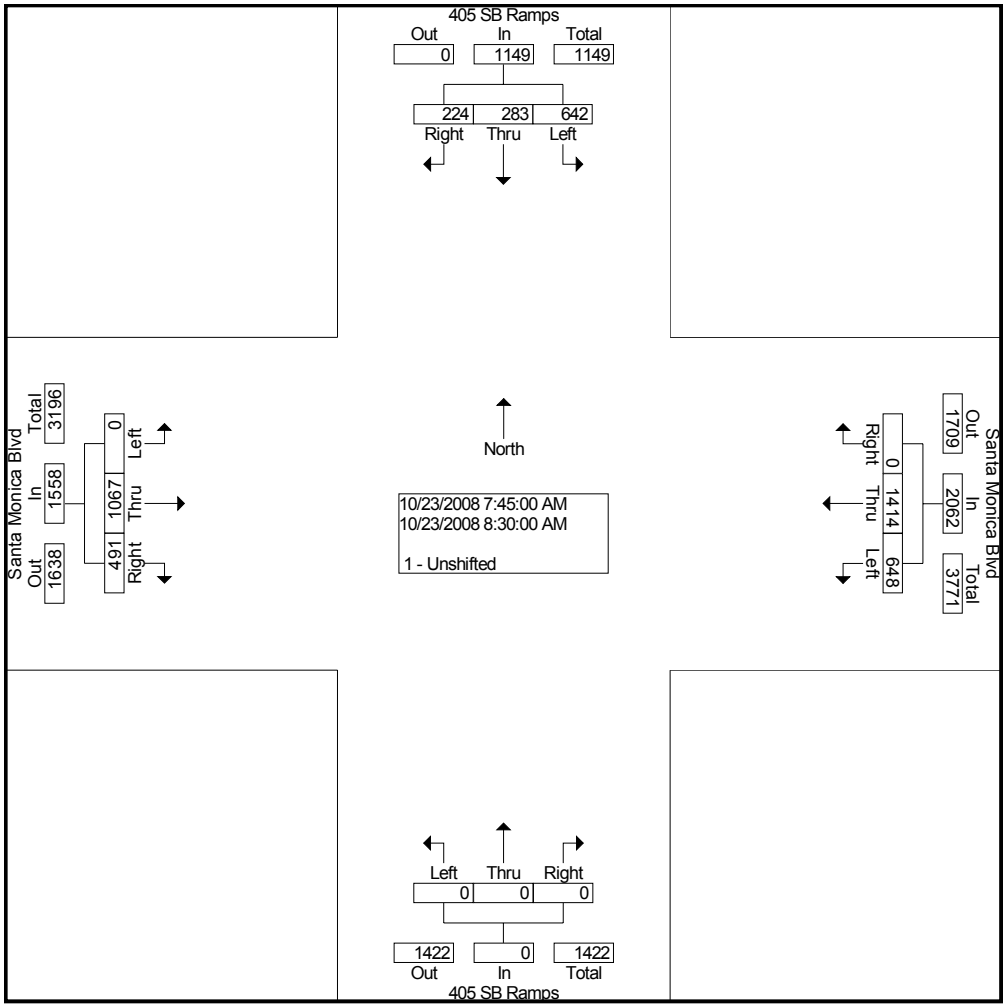
	405 SB Ramps Southbound				Santa Monica Blvd Westbound				405 SB Ramps Northbound				Santa Monica Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 01:00 PM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	642	283	224	1149	648	1414	0	2062	0	0	0	0	0	1067	491	1558	4769
Percent	55.9	24.6	19.5		31.4	68.6	0.0		0.0	0.0	0.0		0.0	68.5	31.5		
08:00 Volume	150	81	60	291	164	351	0	515	0	0	0	0	0	284	130	414	1220
Peak Factor																	0.977
High Int.	08:15 AM				07:45 AM				6:45:00 AM				08:00 AM				
Volume	175	70	58	303	188	382	0	570	0	0	0	0	0	284	130	414	
Peak Factor				0.948				0.904								0.941	



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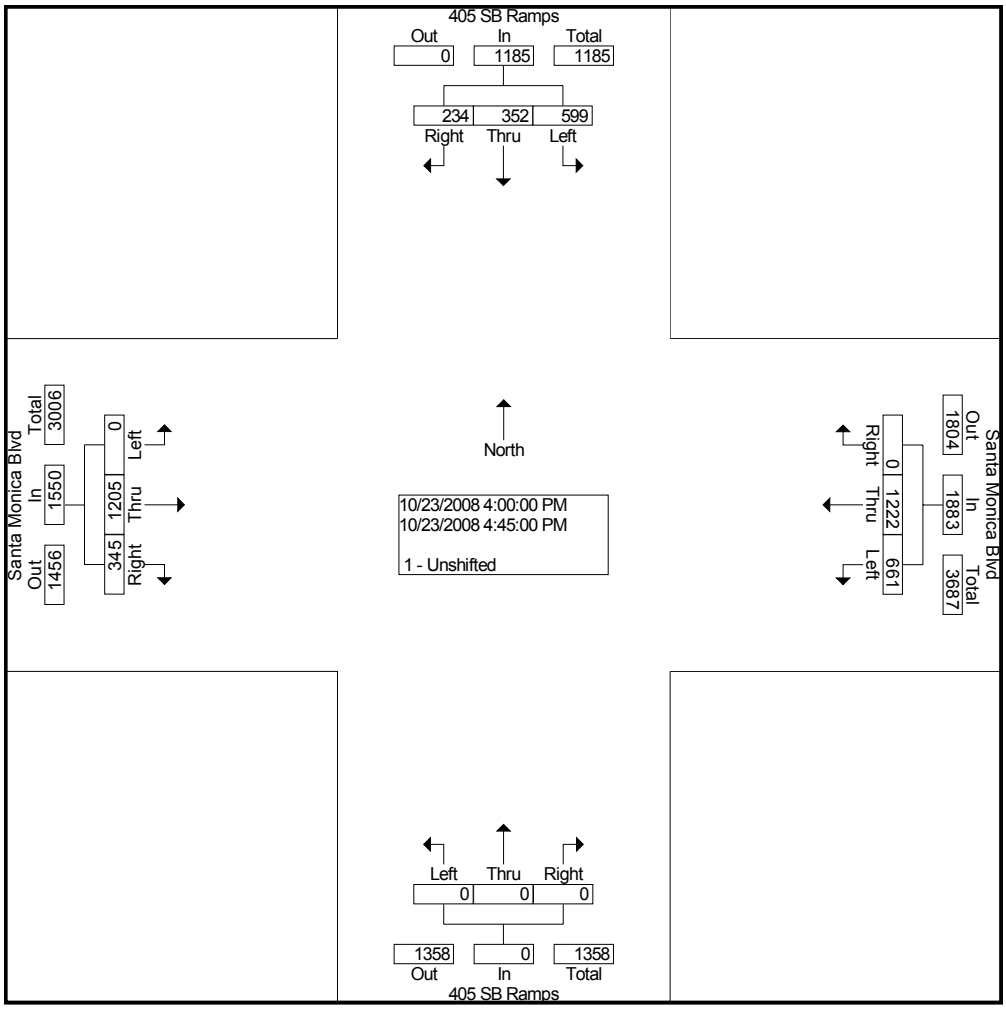
	405 SB Ramps Southbound				Santa Monica Blvd Westbound				405 SB Ramps Northbound				Santa Monica Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 01:15 PM to 06:45 PM - Peak 1 of 1																	
Intersection	04:00 PM																
Volume	599	352	234	1185	661	1222	0	1883	0	0	0	0	0	1205	345	1550	4618
Percent	50.5	29.7	19.7		35.1	64.9	0.0		0.0	0.0	0.0		0.0	77.7	22.3		
04:00 Volume	181	124	85	390	137	318	0	455	0	0	0	0	0	282	76	358	1203
Peak Factor																	0.960
High Int.	04:00 PM				04:15 PM								04:30 PM				
Volume	181	124	85	390	169	323	0	492	0	0	0	0	0	303	102	405	
Peak Factor				0.760				0.957								0.957	



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	405 NB Ramps Southbound			Santa Monica Blvd Westbound			405 NB Ramps Northbound			Santa Monica Blvd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	0	0	0	0	263	35	154	86	202	55	207	0	1002
07:15 AM	0	0	0	0	270	52	215	89	209	68	219	0	1122
07:30 AM	0	0	0	0	276	77	198	94	180	95	256	0	1176
07:45 AM	0	0	0	0	311	63	261	111	159	88	299	0	1292
Total	0	0	0	0	1120	227	828	380	750	306	981	0	4592
08:00 AM	0	0	0	0	303	82	215	97	177	116	319	0	1309
08:15 AM	0	0	0	0	300	89	207	94	166	123	338	0	1317
08:30 AM	0	0	0	0	319	77	153	95	169	101	310	0	1224
08:45 AM	0	0	0	0	318	67	149	102	140	107	319	0	1202
Total	0	0	0	0	1240	315	724	388	652	447	1286	0	5052
09:00 AM	0	0	0	0	325	57	140	111	139	114	317	0	1203
09:15 AM	0	0	0	0	313	73	142	98	150	95	320	0	1191
09:30 AM	0	0	0	0	306	69	135	97	146	72	268	0	1093
09:45 AM	0	0	0	0	291	57	139	104	152	65	303	0	1111
Total	0	0	0	0	1235	256	556	410	587	346	1208	0	4598
04:00 PM	0	0	0	0	330	118	122	190	129	117	344	0	1350
04:15 PM	0	0	0	0	396	95	100	203	140	126	325	0	1385
04:30 PM	0	0	0	0	353	98	136	211	147	127	309	0	1381
04:45 PM	0	0	0	0	335	113	110	194	138	129	316	0	1335
Total	0	0	0	0	1414	424	468	798	554	499	1294	0	5451
05:00 PM	0	0	0	0	337	98	117	198	127	159	331	0	1367
05:15 PM	0	0	0	0	320	85	112	203	139	126	344	0	1329
05:30 PM	0	0	0	0	275	75	122	208	121	133	347	0	1281
05:45 PM	0	0	0	0	269	78	141	219	144	131	361	0	1343
Total	0	0	0	0	1201	336	492	828	531	549	1383	0	5320
06:00 PM	0	0	0	0	224	81	136	227	155	124	342	0	1289
06:15 PM	0	0	0	0	255	85	163	227	136	137	362	0	1365
06:30 PM	0	0	0	0	266	89	182	239	160	153	339	0	1428
06:45 PM	0	0	0	0	299	72	189	217	187	141	386	0	1491
Total	0	0	0	0	1044	327	670	910	638	555	1429	0	5573
Grand Total	0	0	0	0	7254	1885	3738	3714	3712	2702	7581	0	30586
Apprch %	0.0	0.0	0.0	0.0	79.4	20.6	33.5	33.3	33.2	26.3	73.7	0.0	
Total %	0.0	0.0	0.0	0.0	23.7	6.2	12.2	12.1	12.1	8.8	24.8	0.0	

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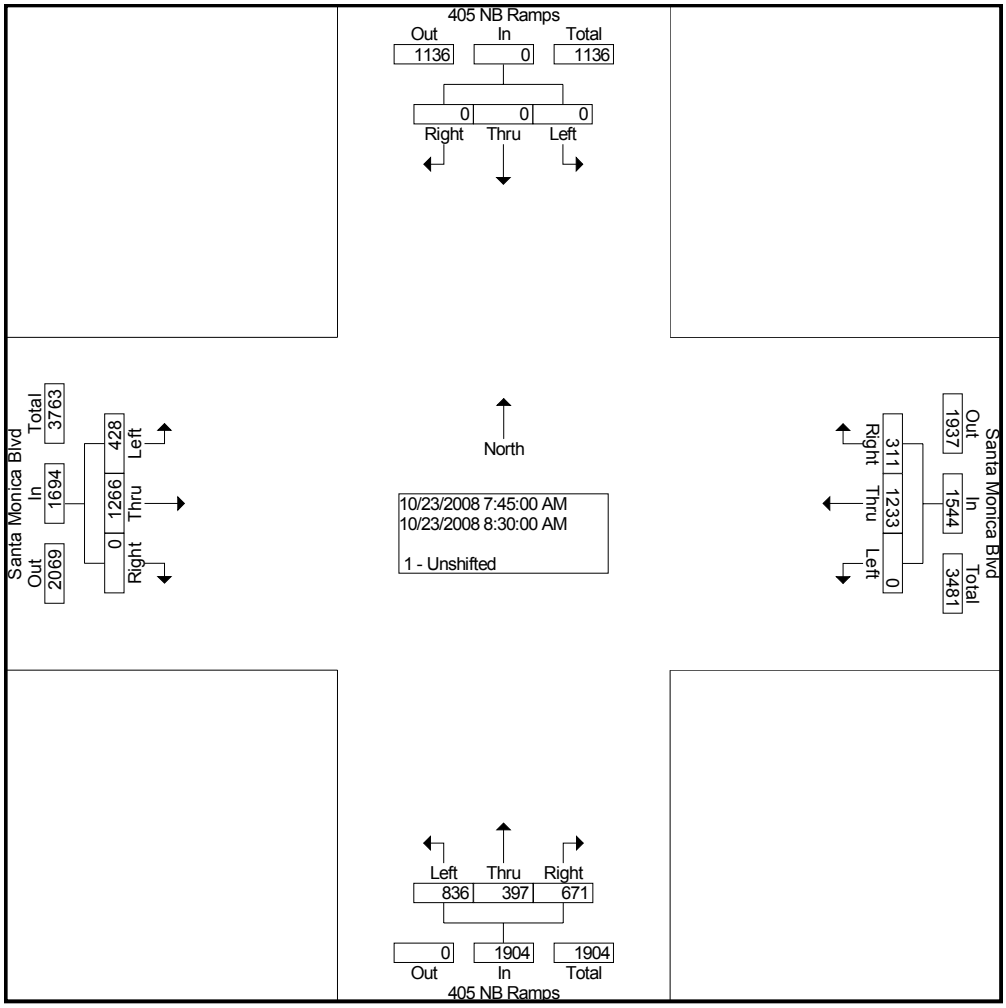
	405 NB Ramps Southbound				Santa Monica Blvd Westbound				405 NB Ramps Northbound				Santa Monica Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 01:00 PM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	0	0	0	0	0	1233	311	1544	836	397	671	1904	428	1266	0	1694	5142
Percent	0.0	0.0	0.0		0.0	79.9	20.1		43.9	20.9	35.2		25.3	74.7	0.0		
08:15 Volume	0	0	0	0	0	300	89	389	207	94	166	467	123	338	0	461	1317
Peak Factor																	0.976
High Int.	6:45:00 AM				08:30 AM				07:45 AM				08:15 AM				
Volume	0	0	0	0	0	319	77	396	261	111	159	531	123	338	0	461	
Peak Factor								0.975				0.896				0.919	



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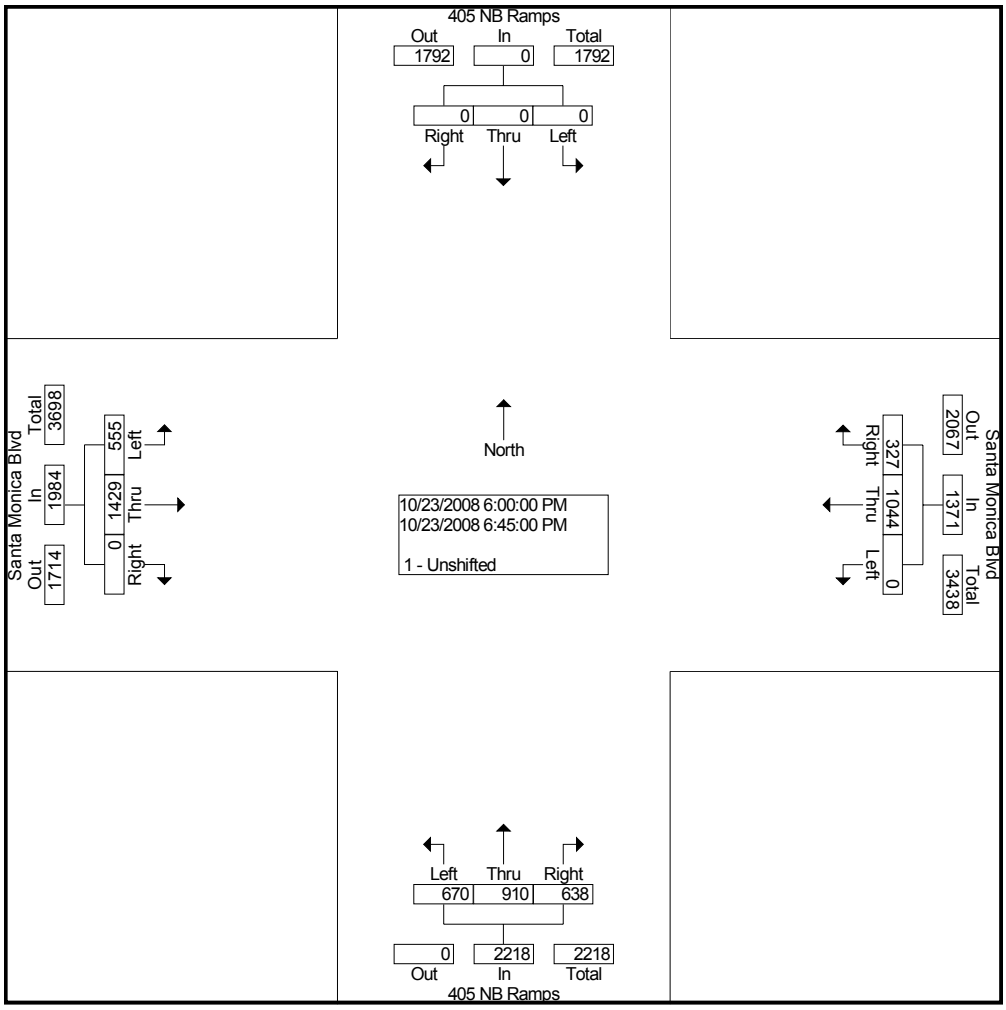
	405 NB Ramps Southbound				Santa Monica Blvd Westbound				405 NB Ramps Northbound				Santa Monica Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 01:15 PM to 06:45 PM - Peak 1 of 1																	
Intersection	06:00 PM																
Volume	0	0	0	0	0	1044	327	1371	670	910	638	2218	555	1429	0	1984	5573
Percent	0.0	0.0	0.0		0.0	76.1	23.9		30.2	41.0	28.8		28.0	72.0	0.0		
06:45 Volume	0	0	0	0	0	299	72	371	189	217	187	593	141	386	0	527	1491
Peak Factor																	0.934
High Int.					06:45 PM				06:45 PM				06:45 PM				
Volume	0	0	0	0	0	299	72	371	189	217	187	593	141	386	0	527	
Peak Factor								0.924				0.935				0.941	



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	Sepulveda Blvd Southbound			Santa Monica Blvd Westbound				Sepulveda Blvd Northbound			Santa Monica Blvd Eastbound				
Start Time	Left	Thru	Right	Left	Thru	Right	U-turns	Left	Thru	Right	Left	Thru	Right	U-turns	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	16	58	19	30	266	14	2	28	147	23	27	305	72	0	1007
07:15 AM	25	61	18	34	287	18	3	32	167	35	29	321	82	0	1112
07:30 AM	30	63	18	46	313	22	1	30	189	40	30	331	73	0	1186
07:45 AM	36	74	19	39	325	17	3	36	161	39	31	353	66	3	1202
Total	107	256	74	149	1191	71	9	126	664	137	117	1310	293	3	4507
08:00 AM	23	75	18	47	326	20	4	39	155	43	23	330	75	0	1178
08:15 AM	29	85	17	31	335	28	2	33	136	39	30	390	75	1	1231
08:30 AM	37	85	12	27	343	19	3	35	189	39	29	375	69	1	1263
08:45 AM	36	96	16	31	331	16	1	32	122	40	30	364	62	0	1177
Total	125	341	63	136	1335	83	10	139	602	161	112	1459	281	2	4849
09:00 AM	41	107	13	39	318	21	1	39	162	37	27	367	57	0	1229
09:15 AM	33	86	20	31	311	19	3	40	135	39	29	376	64	0	1186
09:30 AM	35	0	18	36	319	24	1	34	131	36	27	331	55	0	1047
09:45 AM	34	0	16	33	310	18	1	31	140	33	30	364	59	0	1069
Total	143	193	67	139	1258	82	6	144	568	145	113	1438	235	0	4531
04:00 PM	39	181	43	50	335	16	6	57	162	52	35	264	80	4	1324
04:15 PM	34	126	35	38	268	17	4	41	168	53	33	363	64	5	1249
04:30 PM	22	156	40	42	253	44	9	37	199	63	40	292	42	0	1239
04:45 PM	29	113	34	36	232	38	2	39	169	61	39	285	73	3	1153
Total	124	576	152	166	1088	115	21	174	698	229	147	1204	259	12	4965
05:00 PM	27	151	47	34	215	24	2	41	176	60	34	324	25	0	1160
05:15 PM	36	129	34	25	211	10	3	42	150	45	44	349	38	0	1116
05:30 PM	30	137	32	31	148	22	3	31	170	58	35	285	29	1	1012
05:45 PM	27	125	44	29	148	23	2	47	153	44	35	352	44	0	1073
Total	120	542	157	119	722	79	10	161	649	207	148	1310	136	1	4361
06:00 PM	37	150	28	40	180	9	2	30	162	69	34	318	58	0	1117
06:15 PM	30	114	21	25	162	9	2	35	144	45	37	435	40	0	1099
06:30 PM	34	127	29	44	187	20	4	44	183	77	35	350	30	0	1164
06:45 PM	32	130	46	34	201	7	4	48	189	42	44	495	40	0	1312
Total	133	521	124	143	730	45	12	157	678	233	150	1598	168	0	4692
Grand Total	752	2429	637	852	6324	475	68	901	3859	1112	787	8319	1372	18	27905
Apprch %	19.7	63.6	16.7	11.0	81.9	6.2	0.9	15.3	65.7	18.9	7.5	79.3	13.1	0.2	
Total %	2.7	8.7	2.3	3.1	22.7	1.7	0.2	3.2	13.8	4.0	2.8	29.8	4.9	0.1	

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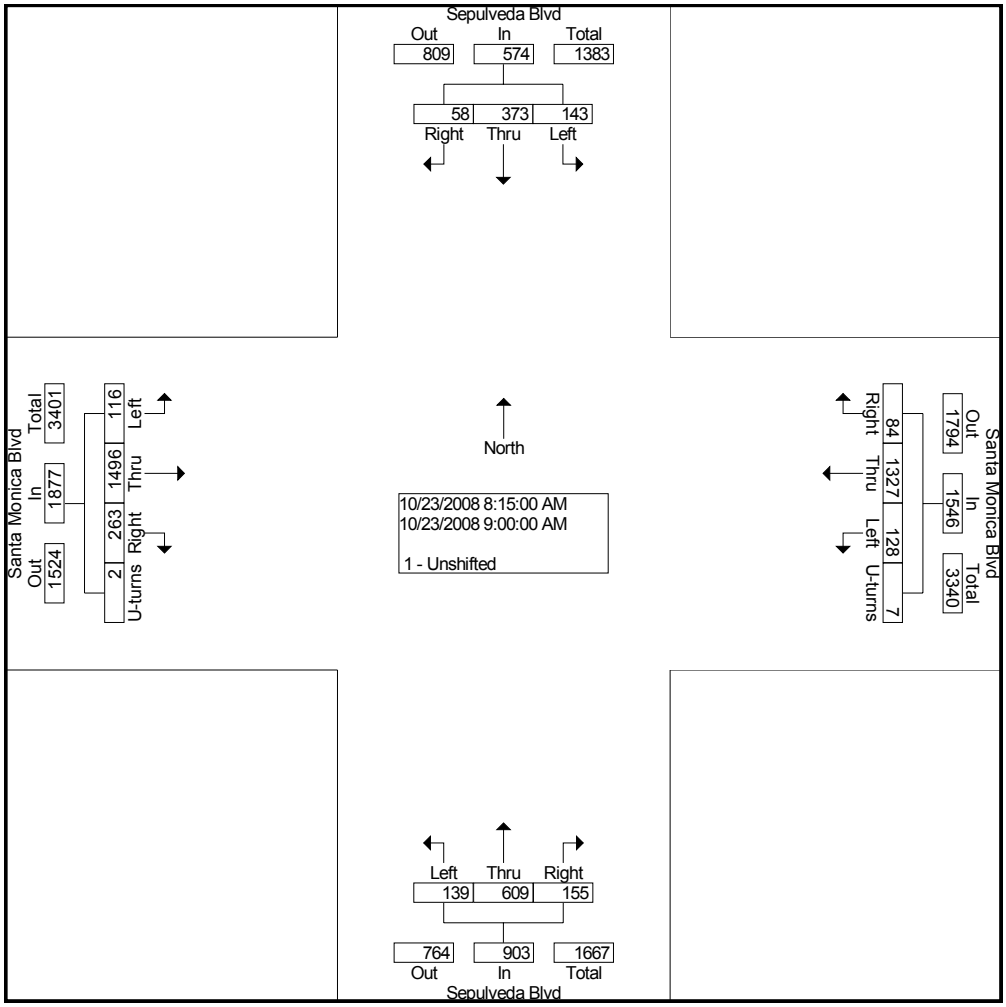
	Sepulveda Blvd Southbound				Santa Monica Blvd Westbound					Sepulveda Blvd Northbound				Santa Monica Blvd Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	U-turns	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	U-turns	App. Total	Int. Total
Peak Hour From 07:00 AM to 01:00 PM - Peak 1 of 1																			
Intersection	08:15 AM																		
Volume	143	373	58	574	128	1327	84	7	1546	139	609	155	903	116	1496	263	2	1877	4900
Percent	24.9	65.0	10.1		8.3	85.8	5.4	0.5		15.4	67.4	17.2		6.2	79.7	14.0	0.1		
08:30 Volume	37	85	12	134	27	343	19	3	392	35	189	39	263	29	375	69	1	474	1263
Peak Factor																			0.970
High Int.	09:00 AM				08:15 AM					08:30 AM				08:15 AM					
Volume	41	107	13	161	31	335	28	2	396	35	189	39	263	30	390	75	1	496	
Peak Factor				0.891					0.976				0.858					0.946	



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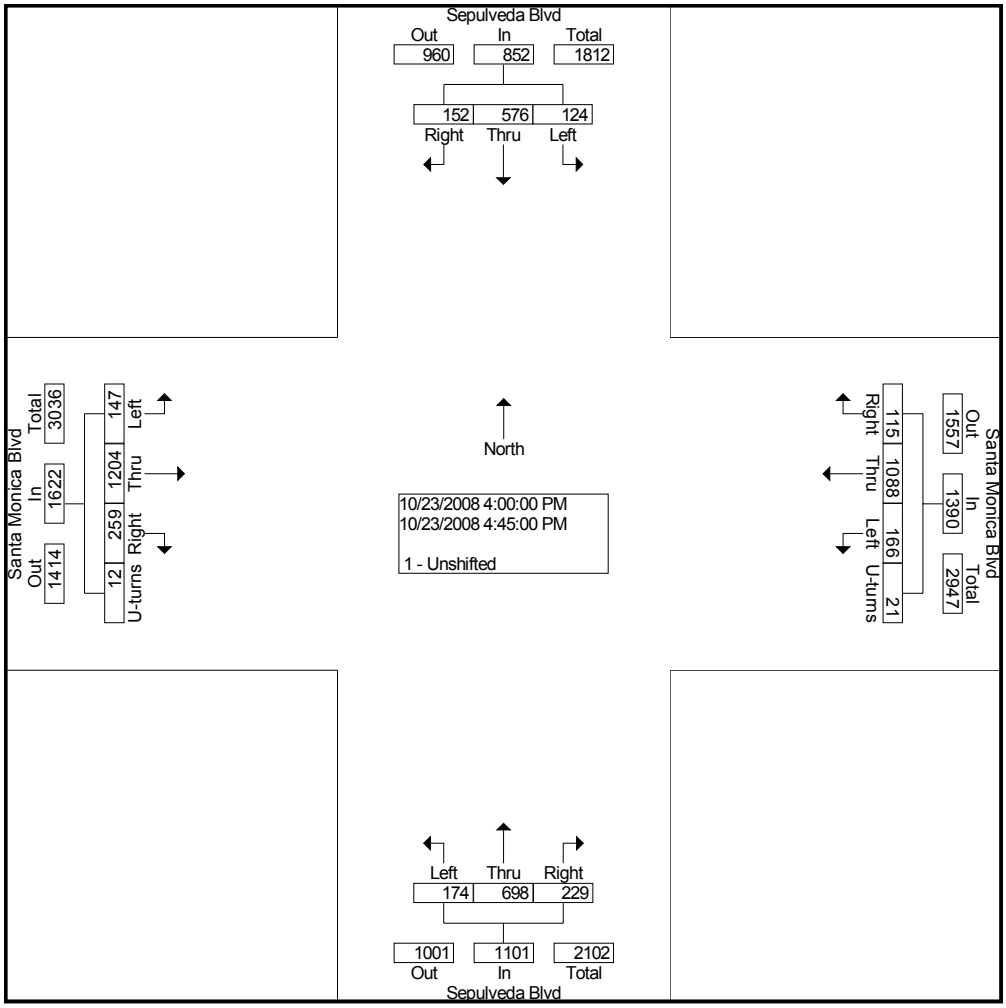
	Sepulveda Blvd Southbound				Santa Monica Blvd Westbound					Sepulveda Blvd Northbound				Santa Monica Blvd Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	U-turns	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	U-turns	App. Total	Int. Total
Peak Hour From 01:15 PM to 06:45 PM - Peak 1 of 1																			
Intersection	04:00 PM																		
Volume	124	576	152	852	166	1088	115	21	1390	174	698	229	1101	147	1204	259	12	1622	4965
Percent	14.6	67.6	17.8		11.9	78.3	8.3	1.5		15.8	63.4	20.8		9.1	74.2	16.0	0.7		
04:00 Volume	39	181	43	263	50	335	16	6	407	57	162	52	271	35	264	80	4	383	1324
Peak Factor																			0.938
High Int.	04:00 PM				04:00 PM					04:30 PM				04:15 PM					
Volume	39	181	43	263	50	335	16	6	407	37	199	63	299	33	363	64	5	465	
Peak Factor				0.810					0.854				0.921					0.872	



City Traffic Counters
626.256.4171

File Name : VetSM
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Groups Printed- 1 - Unshifted

	Veteran Ave Southbound			Santa Monica Blvd Westbound				Veteran Ave Northbound			Santa Monica Blvd Eastbound				
Start Time	Left	Thru	Right	Left	Thru	Right	U-turns	Left	Thru	Right	Left	Thru	Right	U-turns	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	9	12	8	9	304	7	0	11	25	3	22	313	1	2	726
07:15 AM	16	22	20	10	315	13	1	14	23	1	18	356	0	12	821
07:30 AM	15	22	10	6	362	19	1	18	52	8	15	386	2	9	925
07:45 AM	33	32	15	11	341	16	0	19	56	8	20	426	3	5	985
Total	73	88	53	36	1322	55	2	62	156	20	75	1481	6	28	3457
08:00 AM	26	49	12	9	360	13	0	15	91	5	13	440	2	4	1039
08:15 AM	19	28	13	14	388	22	2	10	73	9	17	453	6	4	1058
08:30 AM	37	48	15	14	375	20	0	15	90	7	22	441	2	11	1097
08:45 AM	30	41	14	16	359	10	0	16	80	4	10	448	6	6	1040
Total	112	166	54	53	1482	65	2	56	334	25	62	1782	16	25	4234
09:00 AM	31	42	13	17	334	17	2	19	79	11	16	438	11	5	1035
09:15 AM	19	30	13	12	341	11	3	16	59	6	15	432	9	6	972
09:30 AM	34	34	13	11	360	15	2	18	57	7	9	407	4	6	977
09:45 AM	18	39	14	12	347	17	1	11	58	11	12	428	6	17	991
Total	102	145	53	52	1382	60	8	64	253	35	52	1705	30	34	3975
04:00 PM	20	89	17	15	416	7	1	7	69	14	44	416	12	9	1136
04:15 PM	22	76	18	14	458	10	0	11	45	8	33	425	15	7	1142
04:30 PM	17	106	14	22	434	13	3	13	62	7	25	414	14	9	1153
04:45 PM	23	102	10	16	451	9	1	7	69	11	34	400	15	7	1155
Total	82	373	59	67	1759	39	5	38	245	40	136	1655	56	32	4586
05:00 PM	19	133	13	14	405	8	4	15	64	17	39	443	6	1	1181
05:15 PM	24	112	13	19	395	12	2	6	70	5	40	450	10	6	1164
05:30 PM	13	128	16	15	314	15	5	4	87	6	41	446	11	3	1104
05:45 PM	18	99	8	19	286	11	0	9	58	9	34	469	12	2	1034
Total	74	472	50	67	1400	46	11	34	279	37	154	1808	39	12	4483
06:00 PM	22	139	13	23	260	4	1	13	70	4	38	480	13	2	1082
06:15 PM	32	112	10	18	298	10	0	9	69	11	40	492	10	2	1113
06:30 PM	23	96	24	22	287	6	1	7	70	10	47	487	13	3	1096
06:45 PM	24	98	21	28	321	10	0	13	76	8	58	540	16	3	1216
Total	101	445	68	91	1166	30	2	42	285	33	183	1999	52	10	4507
Grand Total	544	1689	337	366	8511	295	30	296	1552	190	662	10430	199	141	25242
Apprch %	21.2	65.7	13.1	4.0	92.5	3.2	0.3	14.5	76.2	9.3	5.8	91.2	1.7	1.2	
Total %	2.2	6.7	1.3	1.4	33.7	1.2	0.1	1.2	6.1	0.8	2.6	41.3	0.8	0.6	

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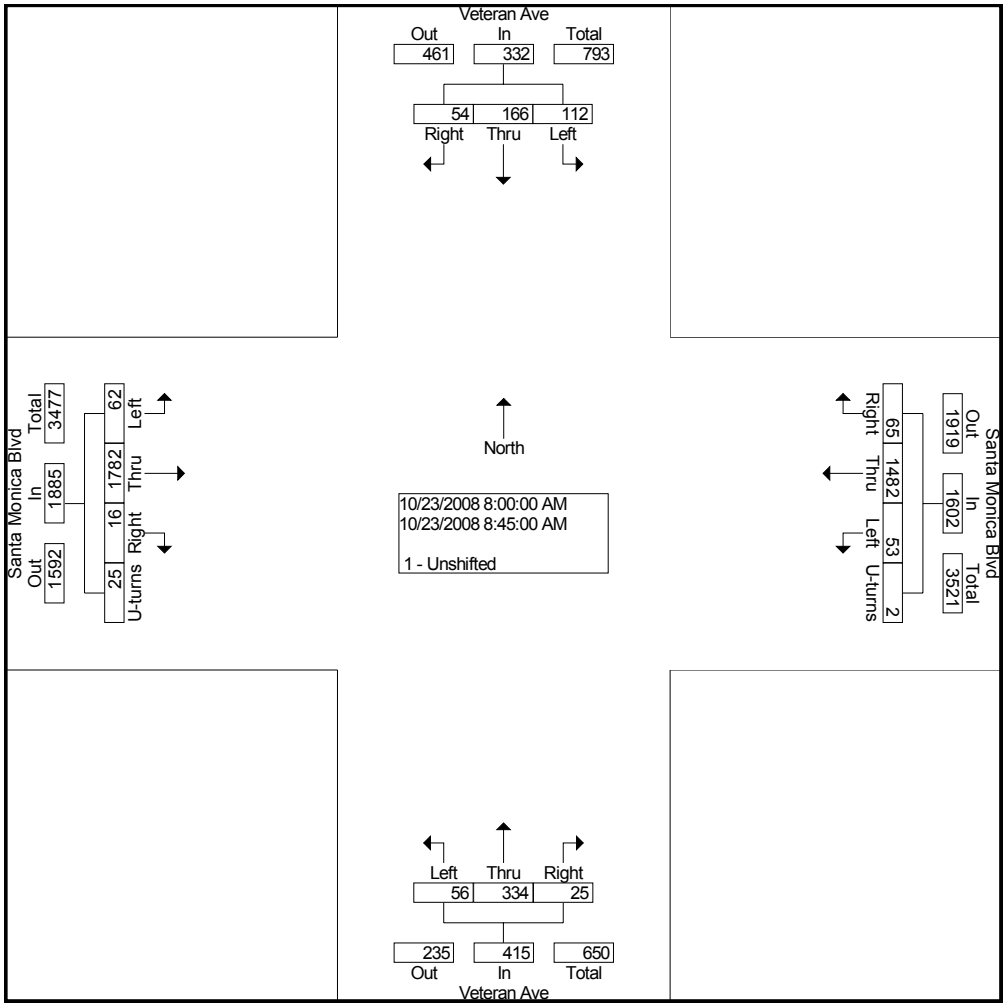
	Veteran Ave Southbound				Santa Monica Blvd Westbound					Veteran Ave Northbound				Santa Monica Blvd Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	U-turns	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	U-turns	App. Total	Int. Total
Peak Hour From 07:00 AM to 01:00 PM - Peak 1 of 1																			
Intersection	08:00 AM																		
Volume	112	166	54	332	53	1482	65	2	1602	56	334	25	415	62	1782	16	25	1885	4234
Percent	33.7	50.0	16.3		3.3	92.5	4.1	0.1		13.5	80.5	6.0		3.3	94.5	0.8	1.3		
08:30 Volume	37	48	15	100	14	375	20	0	409	15	90	7	112	22	441	2	11	476	1097
Peak Factor																			0.965
High Int.	08:30 AM				08:15 AM					08:30 AM				08:15 AM					
Volume	37	48	15	100	14	388	22	2	426	15	90	7	112	17	453	6	4	480	
Peak Factor				0.830					0.940				0.926					0.982	



City Traffic Counters
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File Name : VetSM
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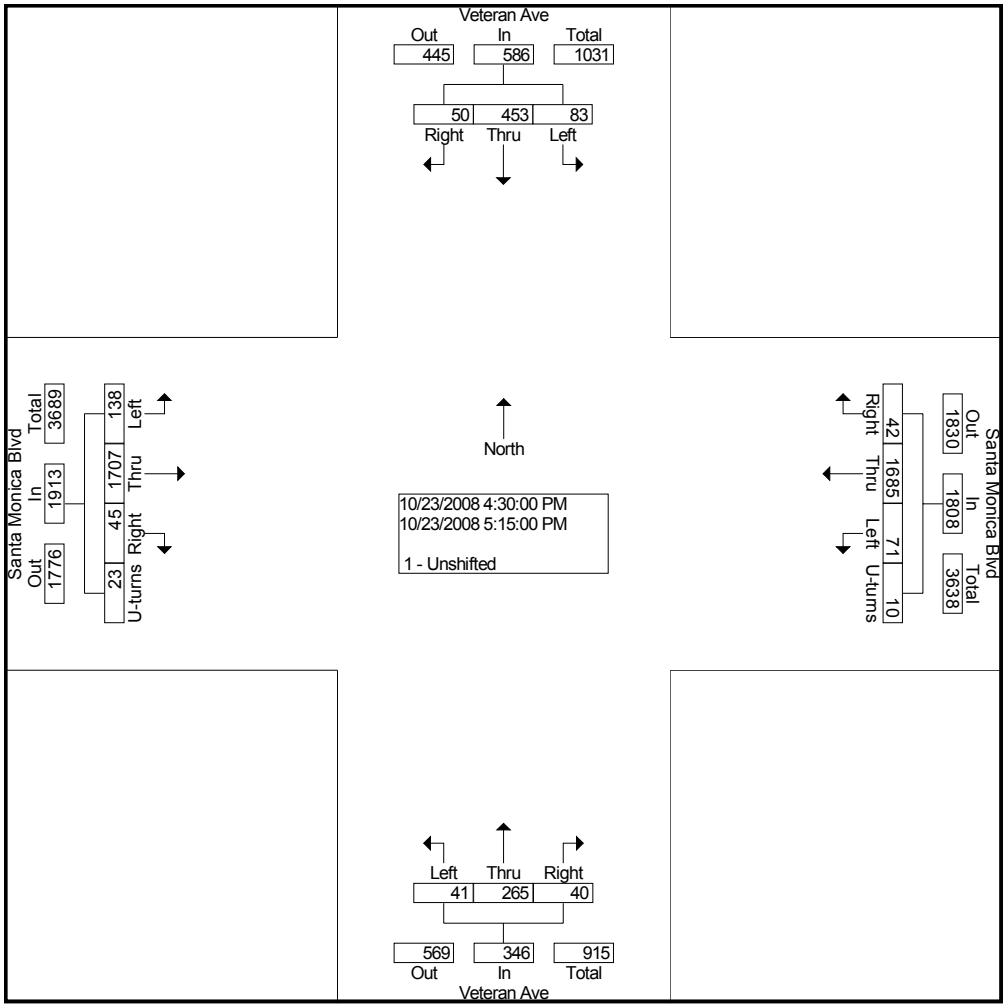
	Veteran Ave Southbound				Santa Monica Blvd Westbound					Veteran Ave Northbound				Santa Monica Blvd Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	U-turns	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	U-turns	App. Total	Int. Total
Peak Hour From 01:15 PM to 06:45 PM - Peak 1 of 1																			
Intersection	04:30 PM																		
Volume	83	453	50	586	71	1685	42	10	1808	41	265	40	346	138	1707	45	23	1913	4653
Percent	14.2	77.3	8.5		3.9	93.2	2.3	0.6		11.8	76.6	11.6		7.2	89.2	2.4	1.2		
05:00 Volume	19	133	13	165	14	405	8	4	431	15	64	17	96	39	443	6	1	489	1181
Peak Factor																			0.985
High Int.	05:00 PM				04:45 PM					05:00 PM				05:15 PM					
Volume	19	133	13	165	16	451	9	1	477	15	64	17	96	40	450	10	6	506	
Peak Factor				0.888					0.948				0.901					0.945	



City Traffic Counters
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File Name : VetSM_2axle
Site Code : 00000000
Start Date : 10/23/2008
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Groups Printed- 2 - Bank 1

	Veteran Ave Southbound			Santa Monica Blvd Westbound			Veteran Ave Northbound			Santa Monica Blvd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	0	0	0	0	5	0	0	0	0	0	9	0	14
07:15 AM	0	0	1	0	8	0	0	0	0	0	7	0	16
07:30 AM	0	1	0	0	10	0	0	0	0	0	9	0	20
07:45 AM	0	0	1	1	5	0	0	0	0	0	13	0	20
Total	0	1	2	1	28	0	0	0	0	0	38	0	70
08:00 AM	0	1	0	0	10	0	1	0	0	0	2	0	14
08:15 AM	0	1	1	0	10	1	0	1	0	0	7	0	21
08:30 AM	0	1	0	0	6	0	0	1	0	1	6	0	15
08:45 AM	0	0	0	0	7	0	0	0	0	2	11	0	20
Total	0	3	1	0	33	1	1	2	0	3	26	0	70
09:00 AM	0	0	1	0	4	0	0	0	0	1	11	0	17
09:15 AM	0	0	0	0	9	0	0	0	0	0	9	0	18
09:30 AM	0	0	0	0	7	0	1	0	0	0	8	1	17
09:45 AM	0	0	0	0	12	1	0	0	0	1	10	0	24
Total	0	0	1	0	32	1	1	0	0	2	38	1	76
04:00 PM	0	0	0	0	7	0	0	1	0	0	5	0	13
04:15 PM	0	0	0	0	2	2	0	0	0	0	6	0	10
04:30 PM	0	1	0	0	7	0	0	0	0	0	5	0	13
04:45 PM	0	1	0	0	5	0	0	0	0	0	5	0	11
Total	0	2	0	0	21	2	0	1	0	0	21	0	47
05:00 PM	0	0	0	0	4	0	0	0	0	0	6	0	10
05:15 PM	0	2	0	0	7	0	0	0	1	2	5	0	17
05:30 PM	0	2	0	0	1	0	0	0	0	0	3	0	6
05:45 PM	0	1	0	0	0	0	0	0	0	0	5	0	6
Total	0	5	0	0	12	0	0	0	1	2	19	0	39
06:00 PM	0	0	0	0	2	0	0	0	0	0	6	0	8
06:15 PM	0	2	0	1	3	0	0	0	0	0	5	0	11
06:30 PM	0	0	0	0	3	0	0	0	0	0	5	0	8
06:45 PM	0	1	0	0	3	0	0	0	1	0	2	0	7
Total	0	3	0	1	11	0	0	0	1	0	18	0	34
Grand Total	0	14	4	2	137	4	2	3	2	7	160	1	336
Apprch %	0.0	77.8	22.2	1.4	95.8	2.8	28.6	42.9	28.6	4.2	95.2	0.6	
Total %	0.0	4.2	1.2	0.6	40.8	1.2	0.6	0.9	0.6	2.1	47.6	0.3	

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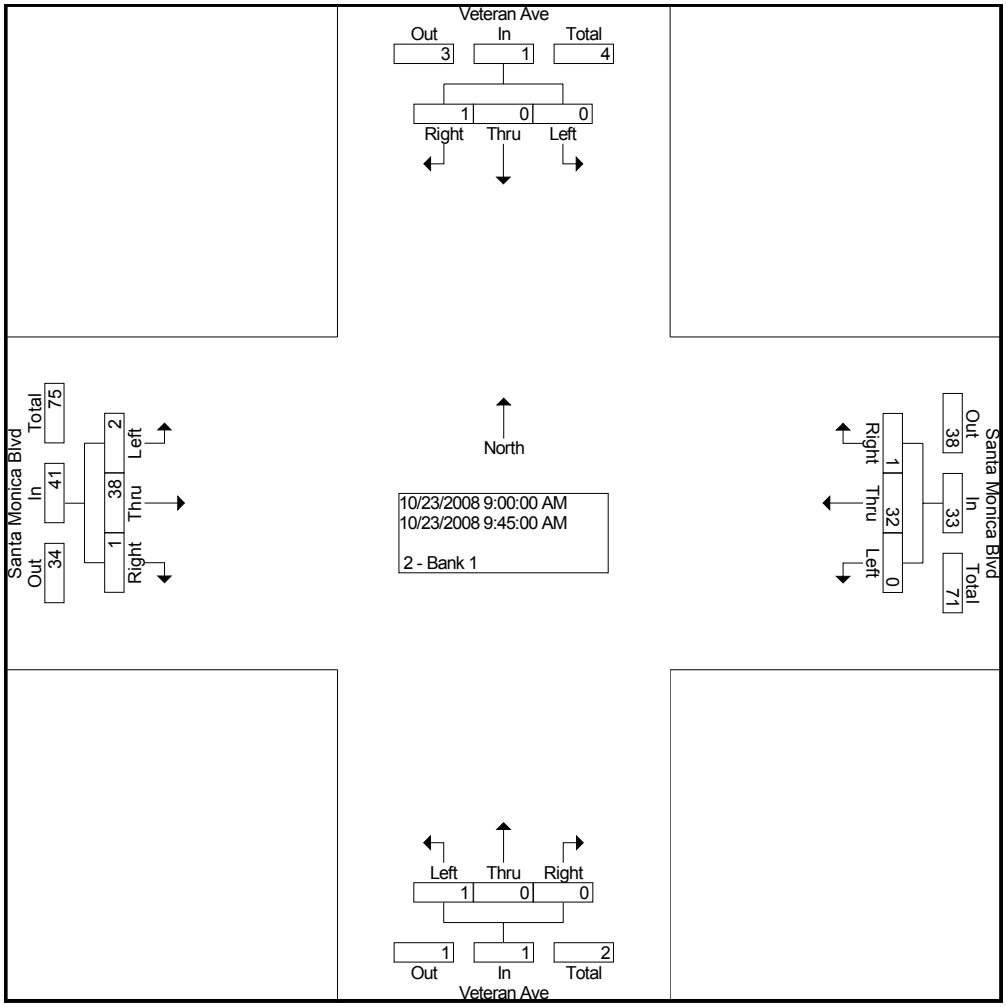
	Veteran Ave Southbound				Santa Monica Blvd Westbound				Veteran Ave Northbound				Santa Monica Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 01:00 PM - Peak 1 of 1																	
Intersection	09:00 AM																
Volume	0	0	1	1	0	32	1	33	1	0	0	1	2	38	1	41	76
Percent	0.0	0.0	100.0		0.0	97.0	3.0		100.0	0.0	0.0		4.9	92.7	2.4		
09:45 Volume	0	0	0	0	0	12	1	13	0	0	0	0	1	10	0	11	24
Peak Factor																	0.792
High Int.	09:00 AM				09:45 AM				09:30 AM				09:00 AM				
Volume	0	0	1	1	0	12	1	13	1	0	0	1	1	11	0	12	
Peak Factor				0.250				0.635				0.250				0.854	



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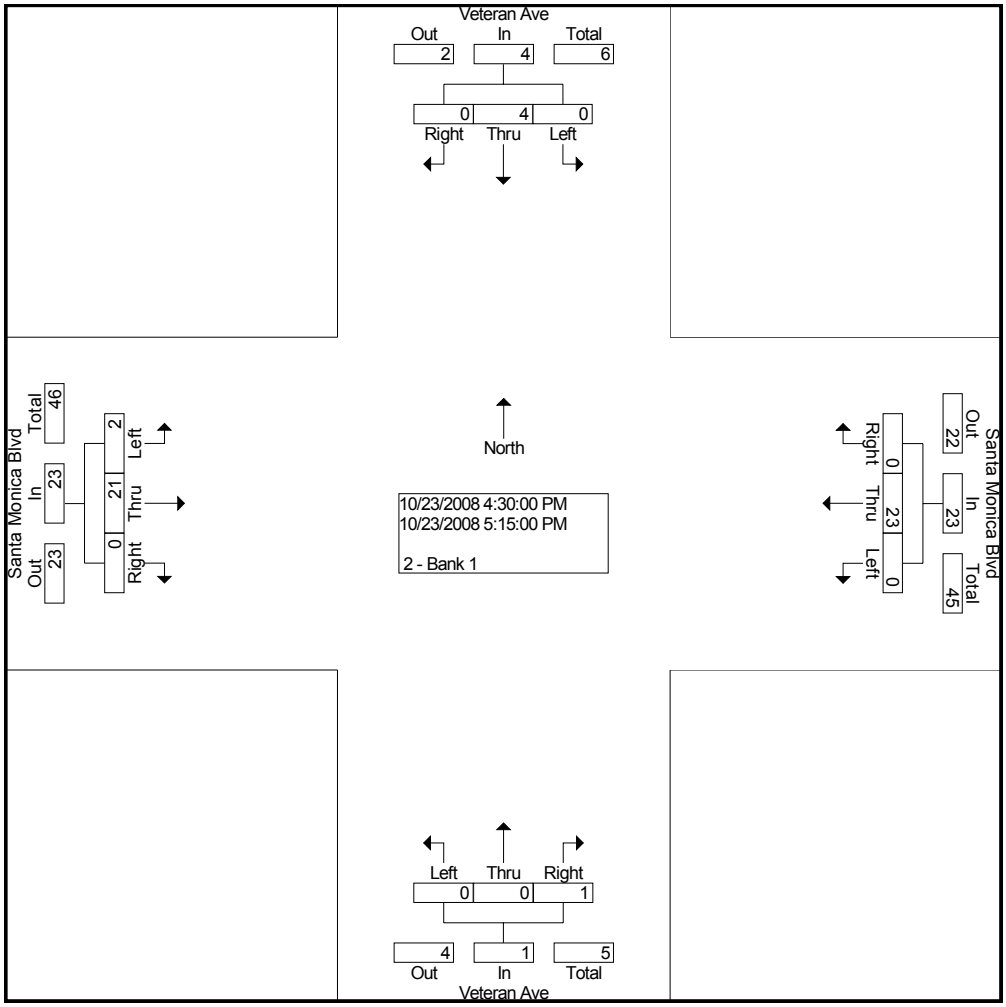
	Veteran Ave Southbound				Santa Monica Blvd Westbound				Veteran Ave Northbound				Santa Monica Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 01:15 PM to 06:45 PM - Peak 1 of 1																	
Intersection	04:30 PM																
Volume	0	4	0	4	0	23	0	23	0	0	1	1	2	21	0	23	51
Percent	0.0	100.0	0.0		0.0	100.0	0.0		0.0	0.0	100.0		8.7	91.3	0.0		
05:15 Volume	0	2	0	2	0	7	0	7	0	0	1	1	2	5	0	7	17
Peak Factor																	0.750
High Int.	05:15 PM				04:30 PM				05:15 PM				05:15 PM				
Volume	0	2	0	2	0	7	0	7	0	0	1	1	2	5	0	7	
Peak Factor				0.500				0.821				0.250				0.821	



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File Name : VetSM_3axle
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Groups Printed- 3 - Bank 2

	Veteran Ave Southbound			Santa Monica Blvd Westbound			Veteran Ave Northbound			Santa Monica Blvd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	0	0	1	0	5	0	0	0	0	0	4	0	10
07:15 AM	0	0	0	0	4	0	0	0	0	0	6	0	10
07:30 AM	0	0	0	0	3	0	0	0	0	0	4	0	7
07:45 AM	0	0	0	0	5	0	0	0	0	0	6	0	11
Total	0	0	1	0	17	0	0	0	0	0	20	0	38
08:00 AM	0	0	0	0	7	0	0	0	0	0	2	0	9
08:15 AM	0	0	0	0	4	0	0	0	0	1	3	0	8
08:30 AM	0	0	0	0	4	1	0	0	0	0	4	0	9
08:45 AM	0	0	0	0	5	0	0	0	0	0	4	0	9
Total	0	0	0	0	20	1	0	0	0	1	13	0	35
09:00 AM	0	0	0	0	3	0	0	0	0	0	3	0	6
09:15 AM	0	0	0	0	8	0	0	0	0	0	2	0	10
09:30 AM	0	0	1	0	5	0	0	0	0	0	4	0	10
09:45 AM	0	0	0	0	4	0	1	0	0	0	2	0	7
Total	0	0	1	0	20	0	1	0	0	0	11	0	33
04:00 PM	0	0	0	0	4	0	0	0	0	0	5	0	9
04:15 PM	0	0	0	0	6	0	0	0	0	0	7	0	13
04:30 PM	0	0	0	0	3	0	0	0	0	0	0	0	3
04:45 PM	0	0	0	0	7	0	0	0	0	0	8	0	15
Total	0	0	0	0	20	0	0	0	0	0	20	0	40
05:00 PM	0	0	0	0	4	0	0	0	0	0	3	0	7
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
05:30 PM	0	0	0	0	2	0	0	0	0	0	4	0	6
05:45 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
Total	0	0	0	0	8	0	0	0	0	0	9	0	17
06:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
06:15 PM	0	0	0	0	0	0	0	0	0	0	3	0	3
06:30 PM	0	0	0	0	4	0	0	0	0	0	3	0	7
06:45 PM	0	0	0	0	3	0	0	0	0	0	3	0	6
Total	0	0	0	0	7	0	0	0	0	0	11	0	18
Grand Total	0	0	2	0	92	1	1	0	0	1	84	0	181
Apprch %	0.0	0.0	100.0	0.0	98.9	1.1	100.0	0.0	0.0	1.2	98.8	0.0	
Total %	0.0	0.0	1.1	0.0	50.8	0.6	0.6	0.0	0.0	0.6	46.4	0.0	

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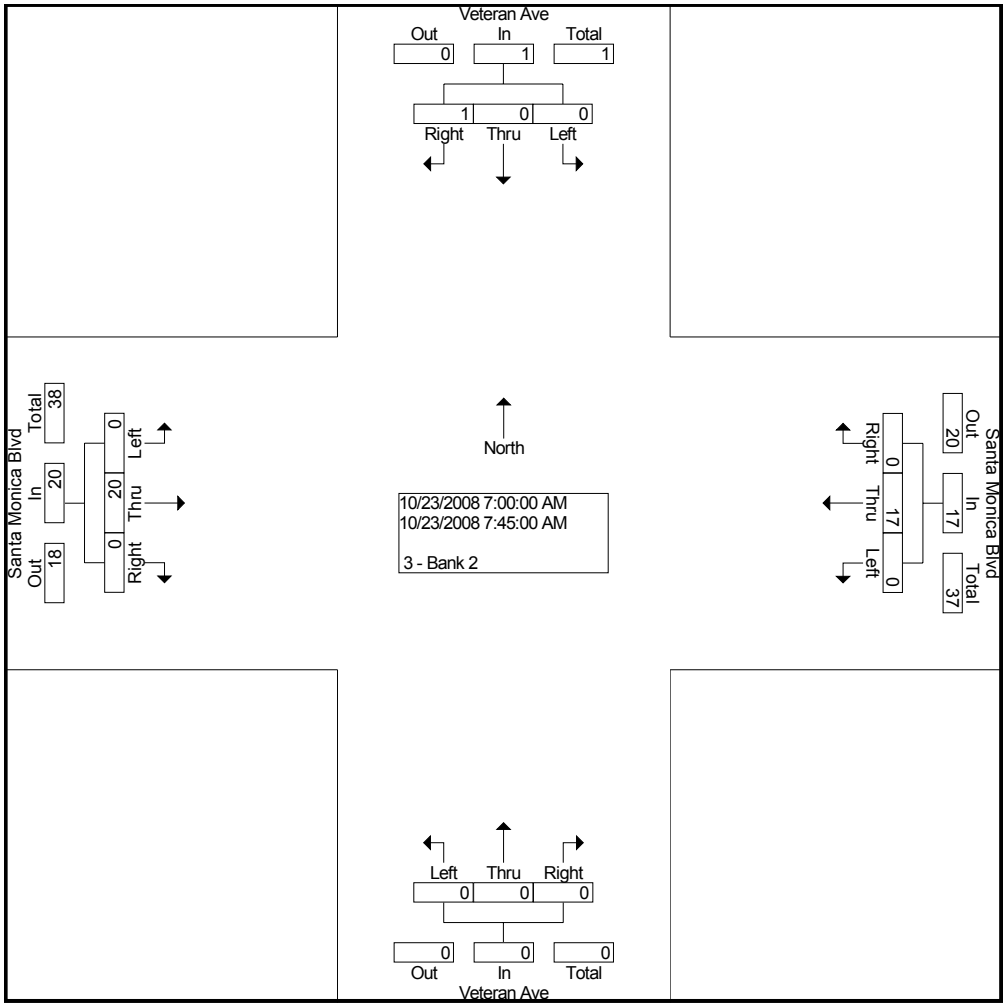
	Veteran Ave Southbound				Santa Monica Blvd Westbound				Veteran Ave Northbound				Santa Monica Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 01:00 PM - Peak 1 of 1																	
Intersection	07:00 AM																
Volume	0	0	1	1	0	17	0	17	0	0	0	0	0	20	0	20	38
Percent	0.0	0.0	100.0		0.0	100.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
07:45 Volume	0	0	0	0	0	5	0	5	0	0	0	0	0	6	0	6	11
Peak Factor																	0.864
High Int.	07:00 AM				07:00 AM				6:45:00 AM				07:15 AM				
Volume	0	0	1	1	0	5	0	5	0	0	0	0	0	6	0	6	
Peak Factor				0.250				0.850								0.833	



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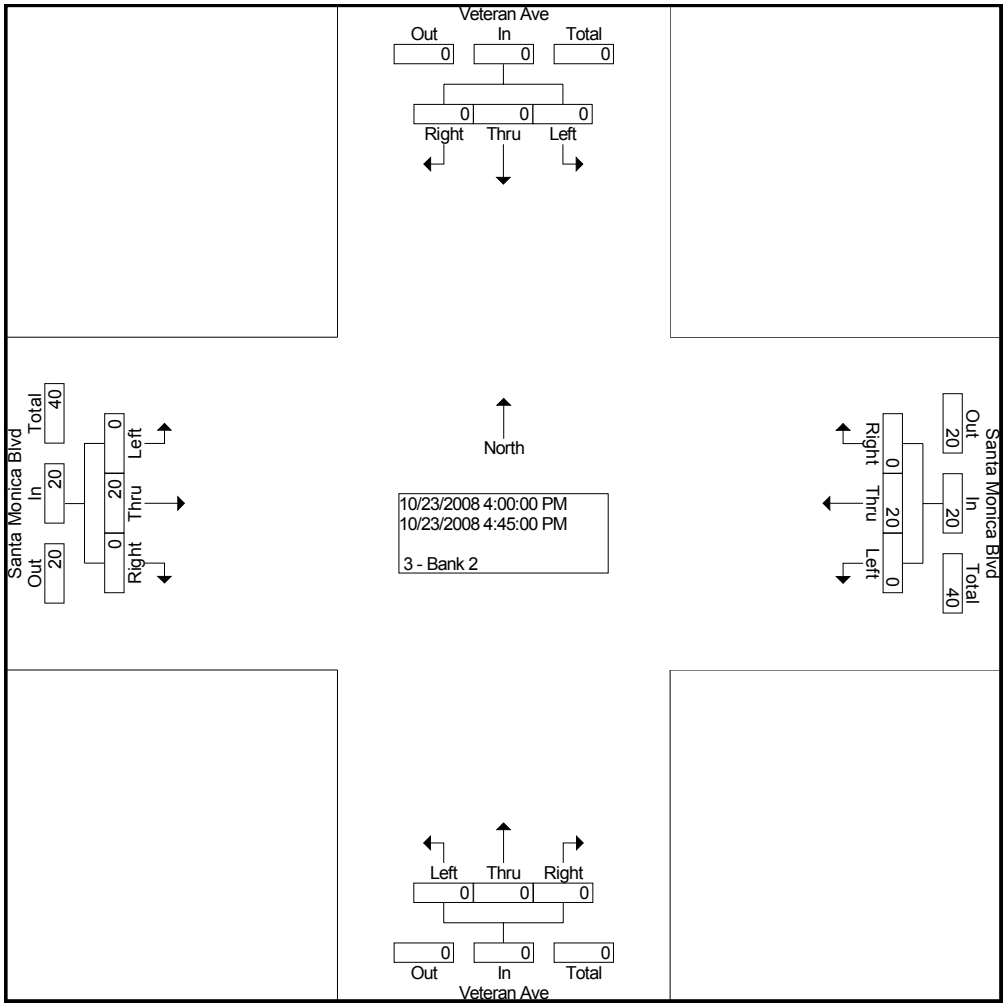
	Veteran Ave Southbound				Santa Monica Blvd Westbound				Veteran Ave Northbound				Santa Monica Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 01:15 PM to 06:45 PM - Peak 1 of 1																	
Intersection	04:00 PM																
Volume	0	0	0	0	0	20	0	20	0	0	0	0	0	20	0	20	40
Percent	0.0	0.0	0.0		0.0	100.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
04:45 Volume	0	0	0	0	0	7	0	7	0	0	0	0	0	8	0	8	15
Peak Factor																	0.667
High Int.					04:45 PM								04:45 PM				
Volume	0	0	0	0	0	7	0	7	0	0	0	0	0	8	0	8	
Peak Factor								0.714								0.625	



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Groups Printed- Bank 2

	Veteran Ave Southbound			Santa Monica Blvd Westbound			Veteran Ave Northbound			Santa Monica Blvd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
07:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	2	0	0	0	0	0	1	0	3
Total	0	0	0	0	4	0	0	0	0	0	2	0	6
08:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
08:30 AM	0	0	0	0	4	0	0	0	0	0	0	0	4
08:45 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
Total	0	0	0	0	9	0	0	0	0	0	1	0	10
09:00 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
09:15 AM	0	0	0	0	1	0	0	0	0	0	2	0	3
09:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	3	0	0	0	0	0	3	0	6
04:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	1	0	0	0	0	0	1	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	2	0	2
06:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	1	0	1
Grand Total	0	0	0	0	17	0	0	0	0	0	10	0	27
Apprch %	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	
Total %	0.0	0.0	0.0	0.0	63.0	0.0	0.0	0.0	0.0	0.0	37.0	0.0	

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File Name : VetSM_4axle
Site Code : 00000000
Start Date : 10/23/2008
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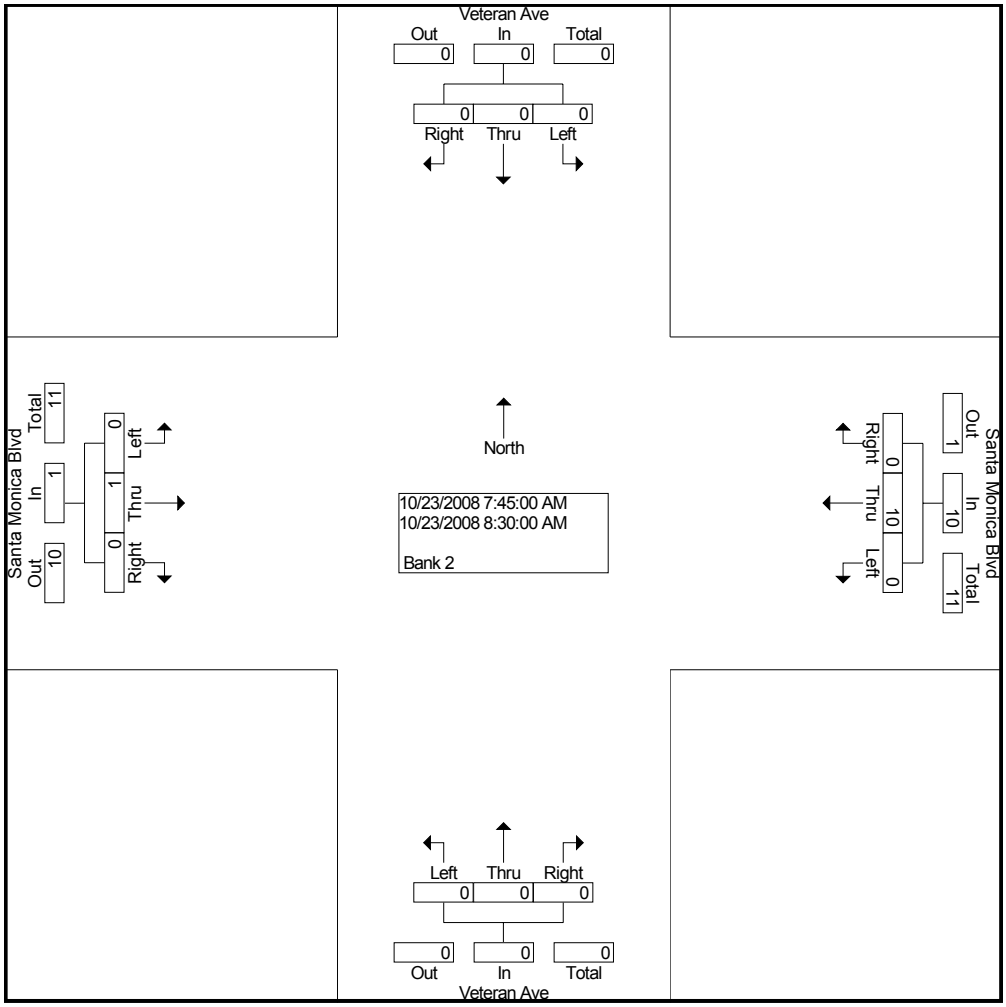
	Veteran Ave Southbound				Santa Monica Blvd Westbound				Veteran Ave Northbound				Santa Monica Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 01:00 PM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	0	0	0	0	0	10	0	10	0	0	0	0	0	1	0	1	11
Percent	0.0	0.0	0.0		0.0	100.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
08:30 Volume	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	4
Peak Factor																	0.688
High Int.	6:45:00 AM				08:30 AM				6:45:00 AM				07:45 AM				
Volume	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1	
Peak Factor								0.625								0.250	



File Name : VetSM_4axle
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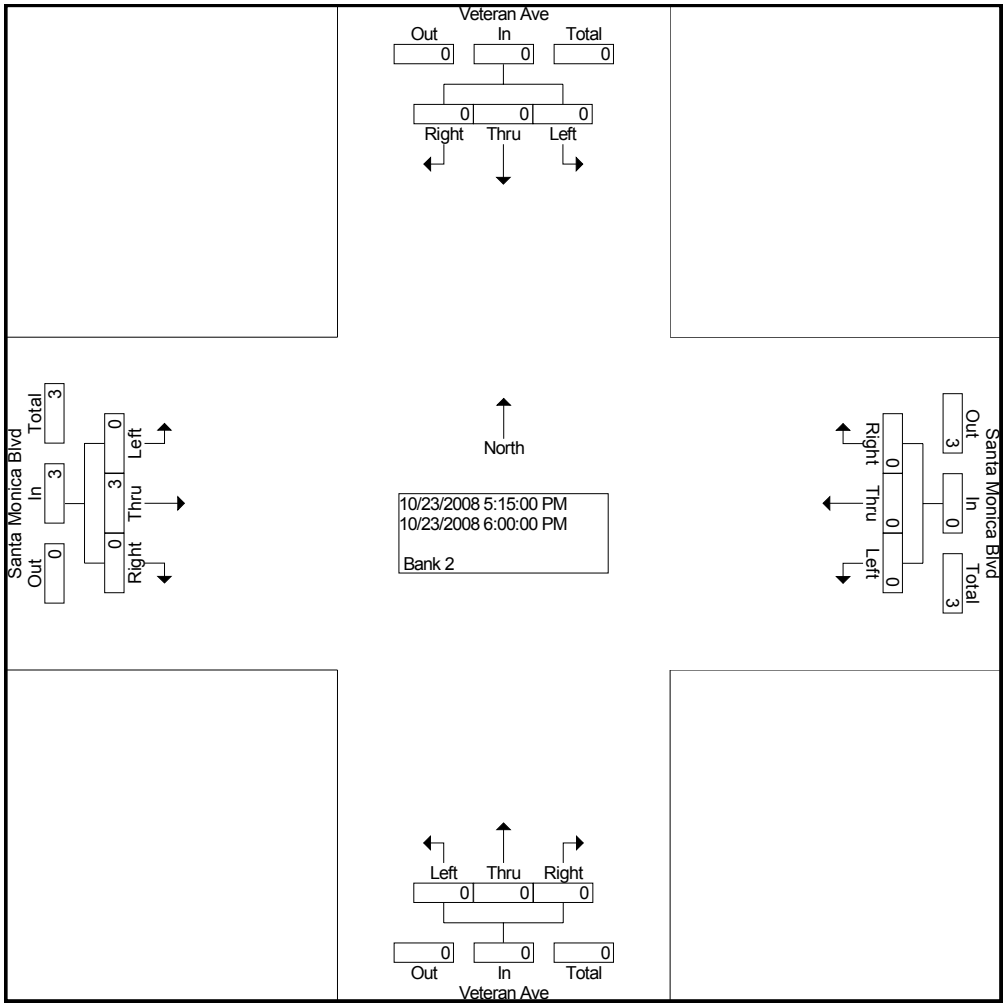
	Veteran Ave Southbound				Santa Monica Blvd Westbound				Veteran Ave Northbound				Santa Monica Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 01:15 PM to 06:45 PM - Peak 1 of 1																	
Intersection 05:15 PM																	
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
Percent	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
06:00 Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Peak Factor																	0.750
High Int.													05:30 PM				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
Peak Factor																0.750	



City Traffic Counters
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File Name : WestwSM
Site Code : 00000000
Start Date : 10/23/2008
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Groups Printed- 1 - Unshifted

	Westwood Blvd Southbound			Santa Monica Blvd Westbound				Westwood Blvd Northbound			Santa Monica Blvd Eastbound				
Start Time	Left	Thru	Right	Left	Thru	Right	U-turns	Left	Thru	Right	Left	Thru	Right	U-turns	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	12	53	17	24	252	25	2	14	132	13	21	320	13	0	898
07:15 AM	25	62	14	23	304	29	5	24	164	26	19	338	12	0	1045
07:30 AM	24	111	18	45	327	37	5	18	198	13	27	403	18	0	1244
07:45 AM	41	170	27	51	314	50	19	28	302	13	25	423	13	0	1476
Total	102	396	76	143	1197	141	31	84	796	65	92	1484	56	0	4663
08:00 AM	41	106	20	45	337	34	8	26	231	17	31	447	23	1	1367
08:15 AM	59	136	18	54	336	35	3	39	255	21	35	462	21	0	1474
08:30 AM	49	128	16	53	355	45	4	28	207	10	35	450	22	0	1402
08:45 AM	52	123	17	49	341	47	6	27	272	19	34	443	18	0	1448
Total	201	493	71	201	1369	161	21	120	965	67	135	1802	84	1	5691
09:00 AM	45	111	14	41	353	56	2	18	209	24	45	431	30	0	1379
09:15 AM	49	145	23	31	339	40	3	24	231	30	33	419	26	1	1394
09:30 AM	31	119	15	39	349	48	3	25	204	24	34	410	25	4	1330
09:45 AM	39	139	35	36	316	55	6	25	215	23	27	420	23	0	1359
Total	164	514	87	147	1357	199	14	92	859	101	139	1680	104	5	5462
04:00 PM	45	287	38	47	356	35	7	29	198	27	34	334	51	0	1488
04:15 PM	41	249	32	33	406	39	12	26	186	26	52	365	36	2	1505
04:30 PM	47	306	40	40	377	42	9	27	194	28	45	367	20	1	1543
04:45 PM	46	279	29	50	395	56	10	27	214	30	40	371	29	2	1578
Total	179	1121	139	170	1534	172	38	109	792	111	171	1437	136	5	6114
05:00 PM	50	278	30	46	345	60	7	28	259	33	39	422	32	0	1629
05:15 PM	46	282	43	56	378	60	9	30	242	26	48	390	43	0	1653
05:30 PM	49	322	31	60	320	62	9	27	265	31	51	379	27	2	1635
05:45 PM	60	303	23	72	285	68	8	24	225	31	81	369	36	0	1585
Total	205	1185	127	234	1328	250	33	109	991	121	219	1560	138	2	6502
06:00 PM	62	304	25	64	269	88	3	29	259	27	60	419	21	0	1630
06:15 PM	50	292	23	72	302	73	4	26	235	25	83	428	35	1	1649
06:30 PM	44	296	30	61	280	63	6	21	295	22	50	429	37	1	1635
06:45 PM	46	249	19	70	335	62	3	24	248	25	70	415	30	0	1596
Total	202	1141	97	267	1186	286	16	100	1037	99	263	1691	123	2	6510
Grand Total	1053	4850	597	1162	7971	1209	153	614	5440	564	1019	9654	641	15	34942
Apprch %	16.2	74.6	9.2	11.1	76.0	11.5	1.5	9.3	82.2	8.5	9.0	85.2	5.7	0.1	
Total %	3.0	13.9	1.7	3.3	22.8	3.5	0.4	1.8	15.6	1.6	2.9	27.6	1.8	0.0	

File Name : WestwSM
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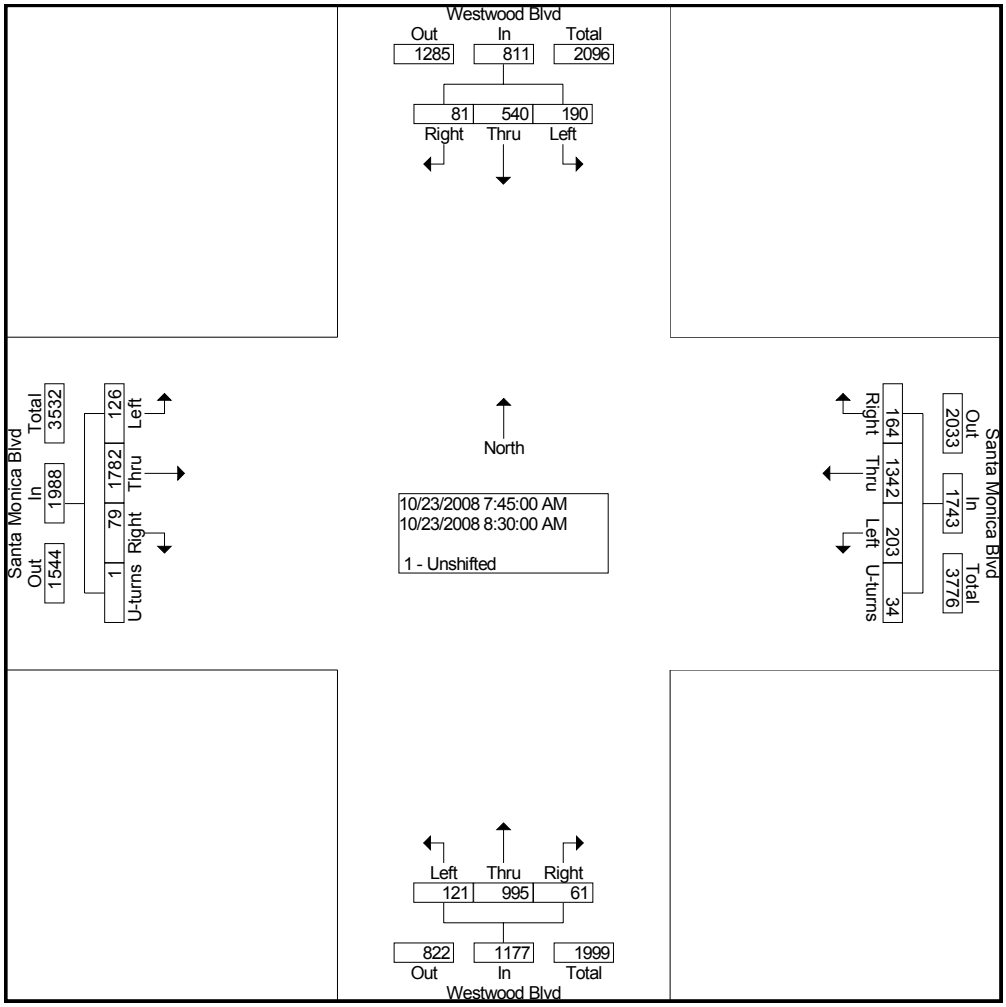
	Westwood Blvd Southbound				Santa Monica Blvd Westbound					Westwood Blvd Northbound				Santa Monica Blvd Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	U-turns	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	U-turns	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																			
Intersection	07:45 AM																		
Volume	190	540	81	811	203	1342	164	34	1743	121	995	61	1177	126	1782	79	1	1988	5719
Percent	23.4	66.6	10.0		11.6	77.0	9.4	2.0		10.3	84.5	5.2		6.3	89.6	4.0	0.1		
07:45 Volume	41	170	27	238	51	314	50	19	434	28	302	13	343	25	423	13	0	461	1476
Peak Factor																			0.969
High Int.	07:45 AM				08:30 AM					07:45 AM				08:15 AM					
Volume	41	170	27	238	53	355	45	4	457	28	302	13	343	35	462	21	0	518	
Peak Factor				0.852					0.954				0.858					0.959	



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File Name : WestwSM
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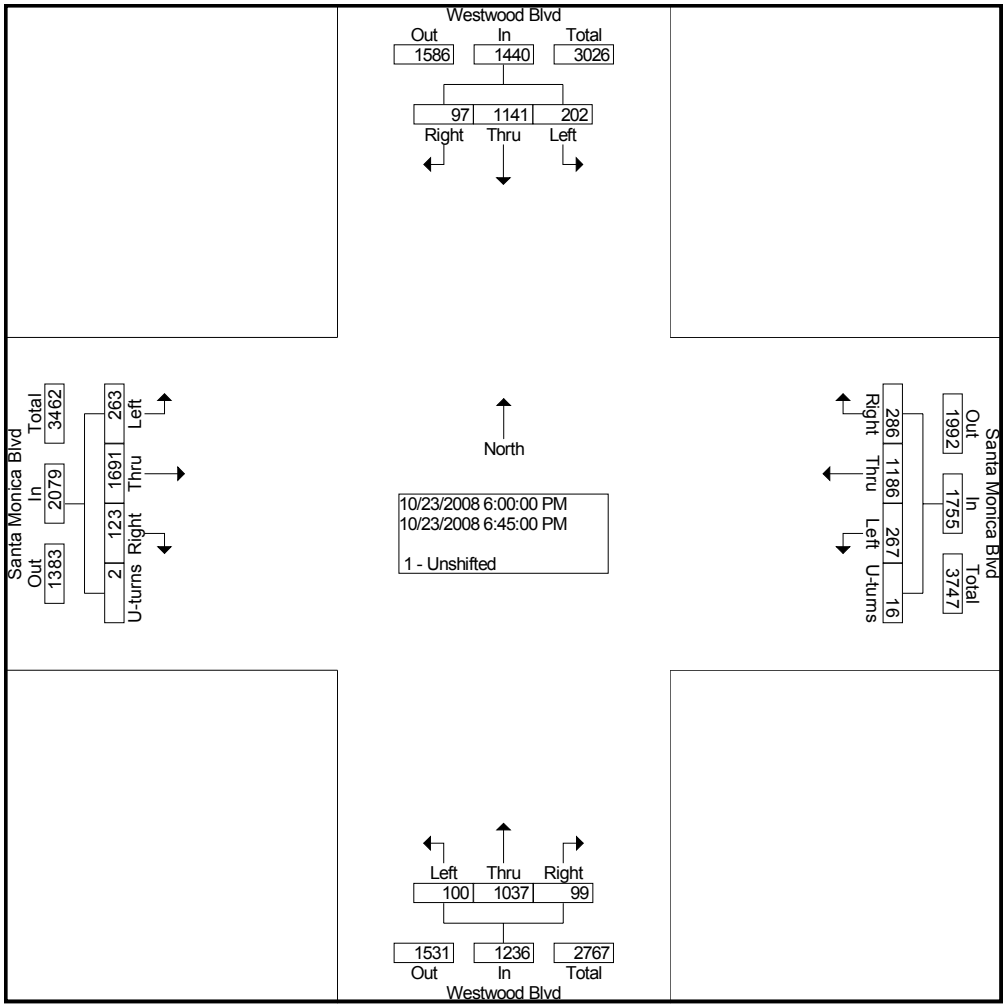
	Westwood Blvd Southbound				Santa Monica Blvd Westbound					Westwood Blvd Northbound				Santa Monica Blvd Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	U-turns	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	U-turns	App. Total	Int. Total
Peak Hour From 12:00 PM to 06:45 PM - Peak 1 of 1																			
Intersection	06:00 PM																		
Volume	202	1141	97	1440	267	1186	286	16	1755	100	1037	99	1236	263	1691	123	2	2079	6510
Percent	14.0	79.2	6.7		15.2	67.6	16.3	0.9		8.1	83.9	8.0		12.7	81.3	5.9	0.1		
06:15 Volume	50	292	23	365	72	302	73	4	451	26	235	25	286	83	428	35	1	547	1649
Peak Factor																			0.987
High Int.	06:00 PM				06:45 PM					06:30 PM				06:15 PM					
Volume	62	304	25	391	70	335	62	3	470	21	295	22	338	83	428	35	1	547	
Peak Factor				0.921					0.934				0.914					0.950	



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File Name : OverSM
Site Code : 00000000
Start Date : 10/23/2008
Page No : 1

Groups Printed- 1 - Unshifted

	Overland Ave Southbound			Santa Monica Blvd Westbound				Overland Ave Northbound			Santa Monica Blvd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	U-turns	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	0	0	0	23	281	0	0	19	0	15	0	305	0	643
07:15 AM	0	0	0	24	323	0	0	40	0	15	0	366	0	768
07:30 AM	0	0	0	46	348	0	0	70	0	28	0	420	0	912
07:45 AM	0	0	0	38	369	0	4	68	0	27	0	464	0	970
Total	0	0	0	131	1321	0	4	197	0	85	0	1555	0	3293
08:00 AM	0	0	0	27	375	0	4	47	0	20	0	480	0	953
08:15 AM	0	0	0	33	409	0	6	26	0	24	0	488	0	986
08:30 AM	0	0	0	38	404	0	2	33	0	34	0	462	0	973
08:45 AM	0	0	0	27	399	0	2	32	0	33	0	471	0	964
Total	0	0	0	125	1587	0	14	138	0	111	0	1901	0	3876
09:00 AM	0	0	0	68	441	0	5	21	0	44	0	443	0	1022
09:15 AM	0	0	0	99	389	0	8	43	0	82	0	385	0	1006
09:30 AM	0	0	0	61	406	0	3	43	0	44	0	415	0	972
09:45 AM	0	0	0	36	370	0	4	39	0	44	0	434	0	927
Total	0	0	0	264	1606	0	20	146	0	214	0	1677	0	3927
04:00 PM	0	0	0	71	370	0	6	43	0	37	0	345	0	872
04:15 PM	0	0	0	62	421	0	9	34	0	17	0	389	0	932
04:30 PM	0	0	0	53	434	0	8	32	0	37	0	373	0	937
04:45 PM	0	0	0	82	451	0	14	34	0	33	0	404	0	1018
Total	0	0	0	268	1676	0	37	143	0	124	0	1511	0	3759
05:00 PM	0	0	0	88	422	0	2	57	0	47	0	432	0	1048
05:15 PM	0	0	0	97	460	0	0	41	0	33	0	412	0	1043
05:30 PM	0	0	0	90	419	0	0	39	0	58	0	406	0	1012
05:45 PM	0	0	0	89	399	0	0	43	0	39	0	399	0	969
Total	0	0	0	364	1700	0	2	180	0	177	0	1649	0	4072
06:00 PM	0	0	0	77	407	0	1	35	0	42	0	440	0	1002
06:15 PM	0	0	0	93	429	0	0	35	0	30	0	427	0	1014
06:30 PM	0	0	0	67	400	0	0	26	0	47	0	427	0	967
06:45 PM	0	0	0	69	453	0	1	30	0	34	0	425	0	1012
Total	0	0	0	306	1689	0	2	126	0	153	0	1719	0	3995
Grand Total	0	0	0	1458	9579	0	79	930	0	864	0	10012	0	22922
Apprch %	0.0	0.0	0.0	13.1	86.2	0.0	0.7	51.8	0.0	48.2	0.0	100.0	0.0	
Total %	0.0	0.0	0.0	6.4	41.8	0.0	0.3	4.1	0.0	3.8	0.0	43.7	0.0	

File Name : OverSM
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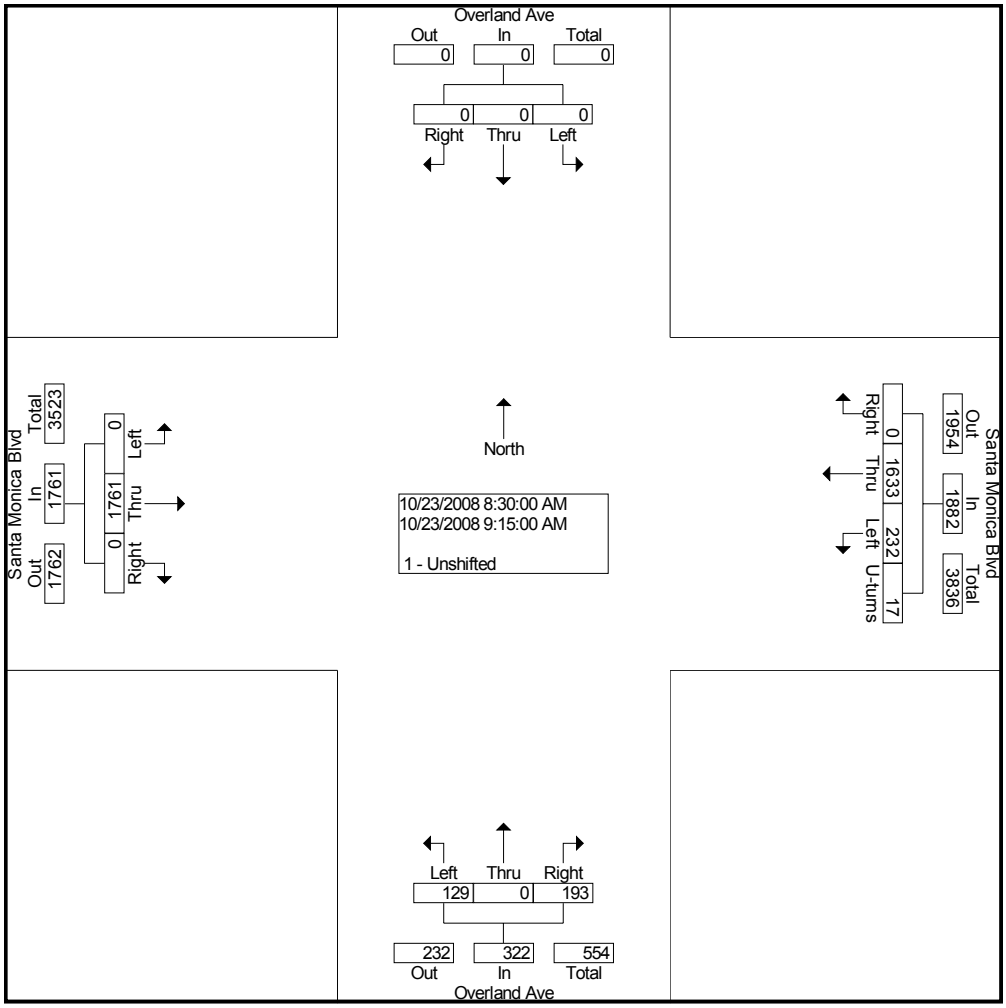
	Overland Ave Southbound				Santa Monica Blvd Westbound					Overland Ave Northbound				Santa Monica Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	U-turns	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 01:00 PM - Peak 1 of 1																		
Intersection	08:30 AM																	
Volume	0	0	0	0	232	1633	0	17	1882	129	0	193	322	0	1761	0	1761	3965
Percent	0.0	0.0	0.0		12.3	86.8	0.0	0.9		40.1	0.0	59.9		0.0	100.0	0.0		
09:00 Volume	0	0	0	0	68	441	0	5	514	21	0	44	65	0	443	0	443	1022
Peak Factor																		0.970
High Int.	6:45:00 AM				09:00 AM					09:15 AM				08:45 AM				
Volume	0	0	0	0	68	441	0	5	514	43	0	82	125	0	471	0	471	
Peak Factor									0.915				0.644				0.935	



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File Name : OverSM
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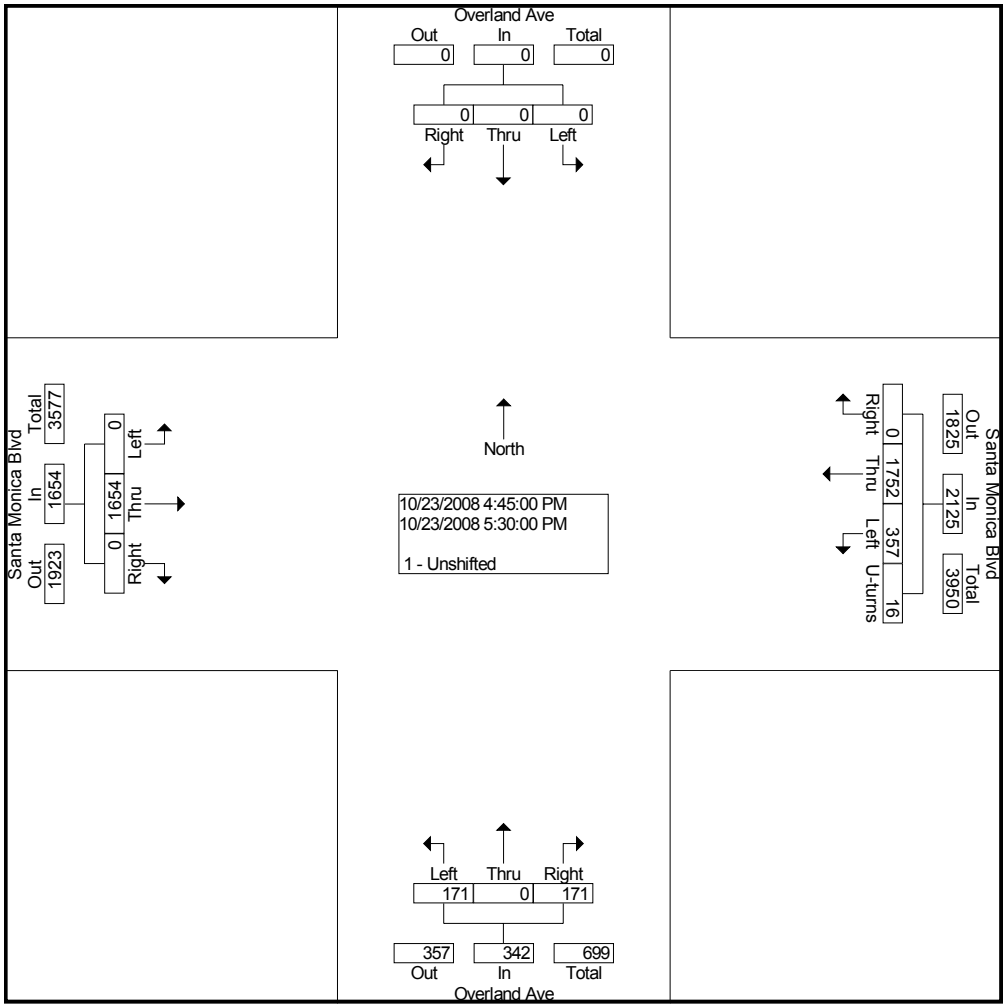
	Overland Ave Southbound				Santa Monica Blvd Westbound					Overland Ave Northbound				Santa Monica Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	U-turns	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 01:15 PM to 06:45 PM - Peak 1 of 1																		
Intersection	04:45 PM																	
Volume	0	0	0	0	357	1752	0	16	2125	171	0	171	342	0	1654	0	1654	4121
Percent	0.0	0.0	0.0		16.8	82.4	0.0	0.8		50.0	0.0	50.0		0.0	100.0	0.0		
05:00 Volume	0	0	0	0	88	422	0	2	512	57	0	47	104	0	432	0	432	1048
Peak Factor																		0.983
High Int.					05:15 PM					05:00 PM				05:00 PM				
Volume	0	0	0	0	97	460	0	0	557	57	0	47	104	0	432	0	432	
Peak Factor									0.954				0.822				0.957	



City Traffic Counters
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File Name : OverSMfrontage
Site Code : 00000000
Start Date : 10/23/2008
Page No : 1

Groups Printed- 1 - Unshifted

	Overland Ave Southbound			Santa Monica (frontage rd) Westbound			Overland Ave Northbound			Santa Monica (frontage rd) Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	0	0	0	1	0	13	0	0	2	0	23	13	52
07:15 AM	0	0	0	2	0	13	0	0	2	0	17	8	42
07:30 AM	0	0	0	1	0	24	0	0	4	0	24	7	60
07:45 AM	0	0	0	8	0	18	0	0	4	0	27	8	65
Total	0	0	0	12	0	68	0	0	12	0	91	36	219
08:00 AM	0	0	0	4	0	19	0	0	8	0	32	10	73
08:15 AM	0	0	0	8	0	26	0	0	7	0	49	14	104
08:30 AM	0	0	0	11	0	33	0	0	21	0	40	13	118
08:45 AM	0	0	0	7	0	35	0	0	11	0	54	7	114
Total	0	0	0	30	0	113	0	0	47	0	175	44	409
09:00 AM	0	0	0	2	0	25	0	0	9	0	63	9	108
09:15 AM	0	0	0	2	0	22	0	0	5	0	59	6	94
09:30 AM	0	0	0	5	0	36	0	0	4	0	47	9	101
09:45 AM	0	0	0	7	0	17	0	0	7	0	45	8	84
Total	0	0	0	16	0	100	0	0	25	0	214	32	387
04:00 PM	0	0	0	0	0	7	0	0	14	0	32	11	64
04:15 PM	0	0	0	5	0	6	0	0	12	0	40	16	79
04:30 PM	0	0	0	5	0	16	0	0	10	0	38	15	84
04:45 PM	0	0	0	4	0	8	0	0	12	0	40	12	76
Total	0	0	0	14	0	37	0	0	48	0	150	54	303
05:00 PM	0	0	0	4	0	17	0	0	7	0	56	21	105
05:15 PM	0	0	0	0	0	14	0	0	15	0	45	14	88
05:30 PM	0	0	0	4	0	11	0	0	8	0	53	11	87
05:45 PM	0	0	0	5	0	21	0	0	6	0	53	19	104
Total	0	0	0	13	0	63	0	0	36	0	207	65	384
06:00 PM	0	0	0	5	0	18	0	0	11	0	56	13	103
06:15 PM	0	0	0	2	0	17	0	0	19	0	58	19	115
06:30 PM	0	0	0	1	0	16	0	0	19	0	55	18	109
06:45 PM	0	0	0	4	0	8	0	0	8	0	50	18	88
Total	0	0	0	12	0	59	0	0	57	0	219	68	415
Grand Total	0	0	0	97	0	440	0	0	225	0	1056	299	2117
Apprch %	0.0	0.0	0.0	18.1	0.0	81.9	0.0	0.0	100.0	0.0	77.9	22.1	
Total %	0.0	0.0	0.0	4.6	0.0	20.8	0.0	0.0	10.6	0.0	49.9	14.1	

File Name : OverSMfrontage
Site Code : 00000000
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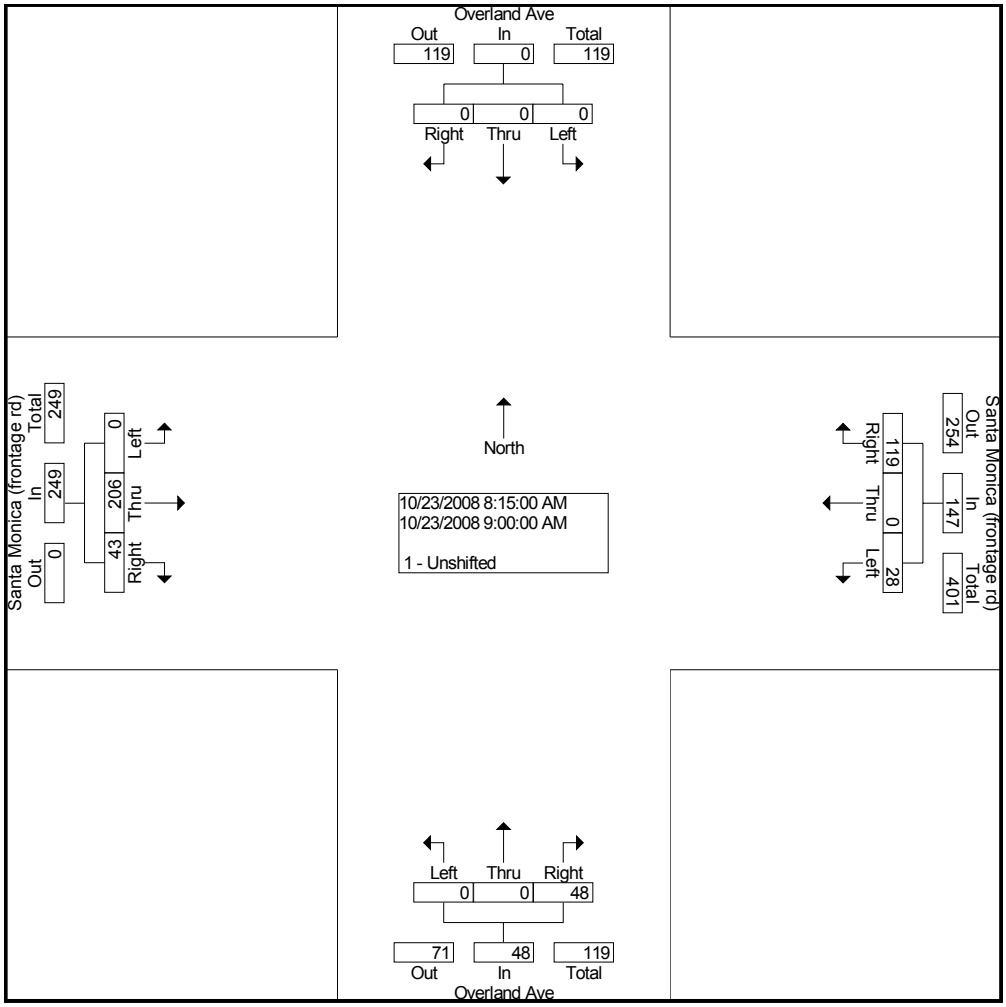
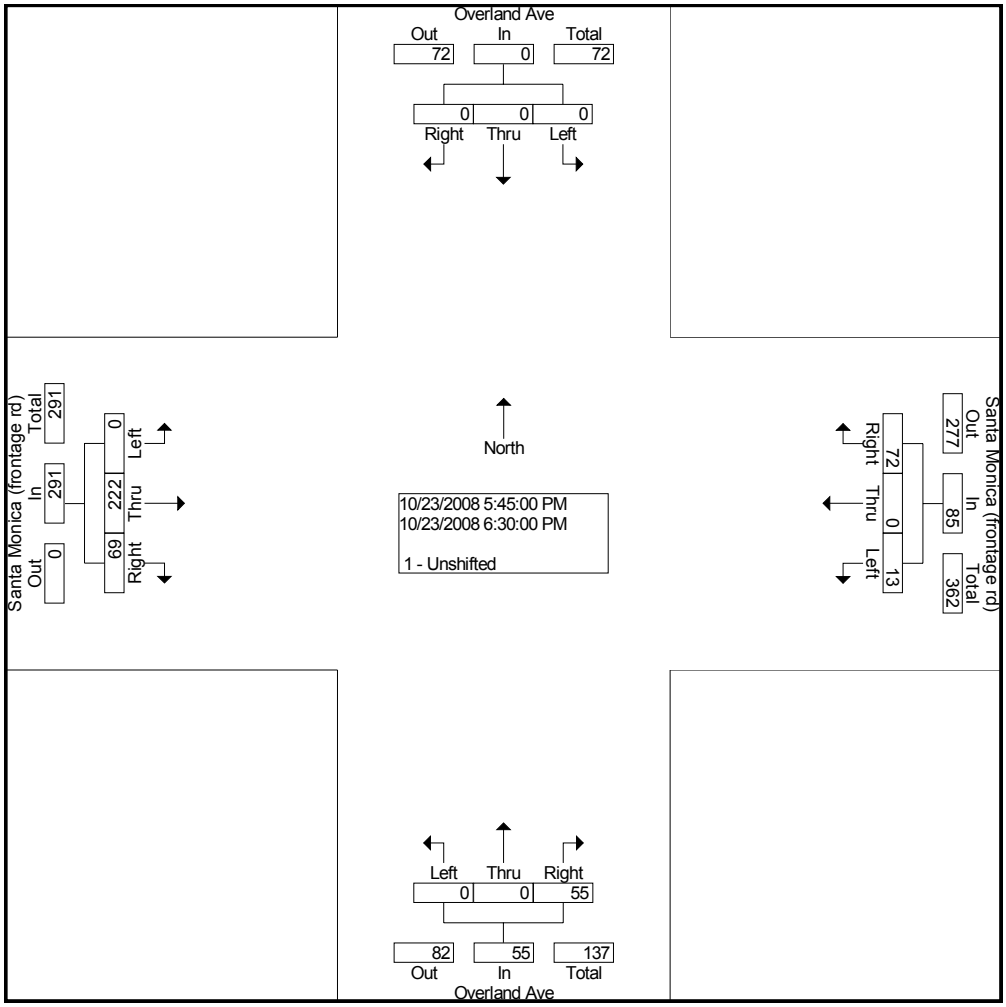
	Overland Ave Southbound				Santa Monica (frontage rd) Westbound				Overland Ave Northbound				Santa Monica (frontage rd) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 01:00 PM - Peak 1 of 1																	
Intersection	08:15 AM																
Volume	0	0	0	0	28	0	119	147	0	0	48	48	0	206	43	249	444
Percent	0.0	0.0	0.0		19.0	0.0	81.0		0.0	0.0	100.0		0.0	82.7	17.3		
08:30 Volume	0	0	0	0	11	0	33	44	0	0	21	21	0	40	13	53	118
Peak Factor																	0.941
High Int.	6:45:00 AM				08:30 AM				08:30 AM				09:00 AM				
Volume	0	0	0	0	11	0	33	44	0	0	21	21	0	63	9	72	
Peak Factor								0.835				0.571				0.865	



City Traffic Counters
626.256.4171

File Name : OverSMfrontage
Site Code : 00000000
Start Date : 10/23/2008
Page No : 3

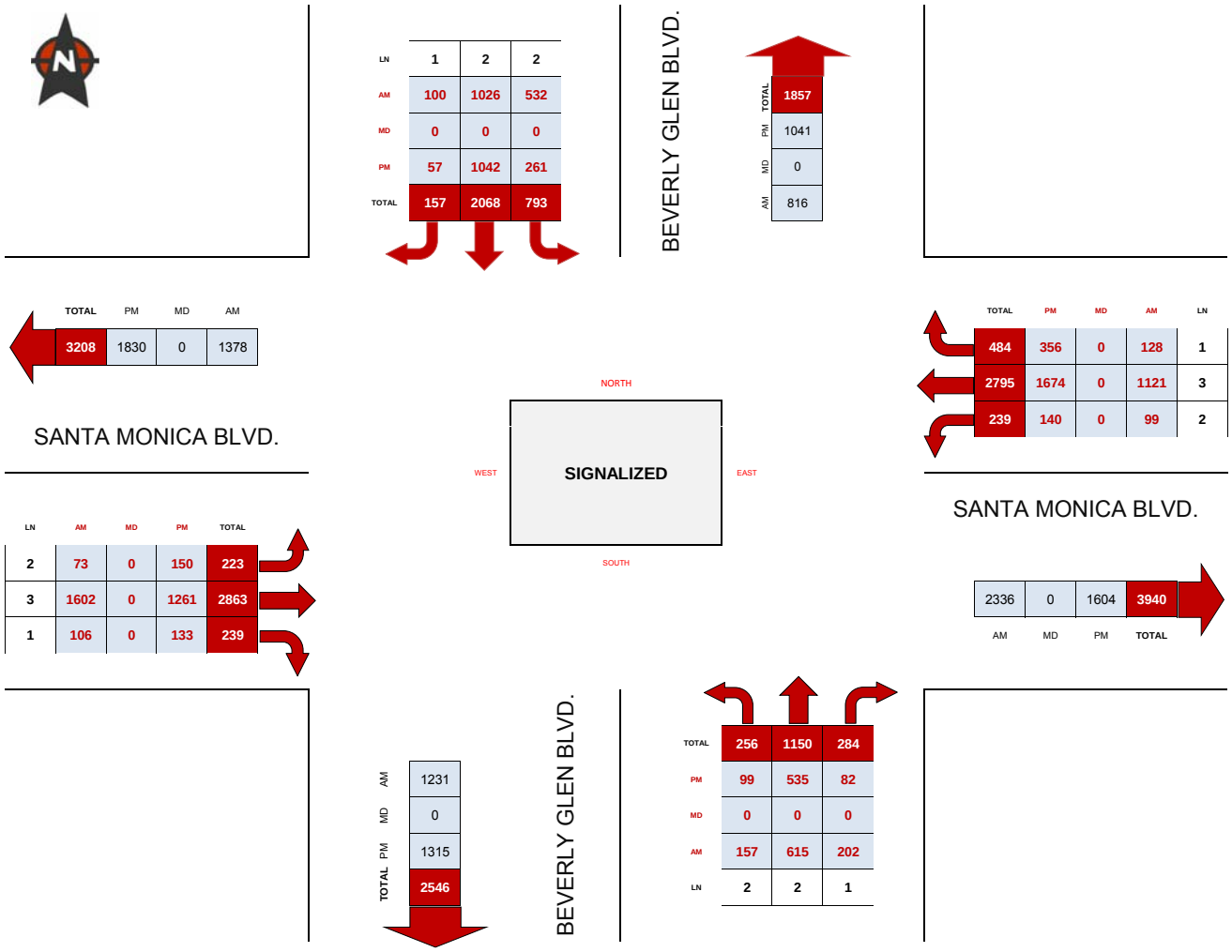
	Overland Ave Southbound				Santa Monica (frontage rd) Westbound				Overland Ave Northbound				Santa Monica (frontage rd) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 01:15 PM to 06:45 PM - Peak 1 of 1																	
Intersection	05:45 PM																
Volume	0	0	0	0	13	0	72	85	0	0	55	55	0	222	69	291	431
Percent	0.0	0.0	0.0		15.3	0.0	84.7		0.0	0.0	100.0		0.0	76.3	23.7		
06:15 Volume	0	0	0	0	2	0	17	19	0	0	19	19	0	58	19	77	115
Peak Factor																	0.937
High Int.					05:45 PM				06:15 PM				06:15 PM				
Volume	0	0	0	0	5	0	21	26	0	0	19	19	0	58	19	77	
Peak Factor								0.817				0.724				0.945	



PEAK HOUR ITM SUMMARY

#004 BEVERLY GLEN BLVD. & SANTA MONICA BLVD.

LOCATION #:	004	QTD PRJ #:	080258	AM PEAK:	830 AM
NORTH / SOUTH:	BEVERLY GLEN BLVD.	DATE:	Wednesday, October 22, 2008	MD PEAK:	
EAST / WEST:	SANTA MONICA BLVD.	VICINITY:	LOS ANGELES, CA	PM PEAK:	500 PM



AM COUNT	7:00 AM	TO	10:00 AM	MD COUNT	-	TO	-	PM COUNT	4:00 PM TO 7:00 PM

QUALITY TRAFFIC DATA, LLC
11040 Santa Monica Blvd, Suite 207, Los Angeles, CA 90025
Phone: 310-341-0019 Fax: 310-807-9247 Info@QualityTrafficData.com

VEHICLE TURNING MOVEMENT COUNT

#004 BEVERLY GLEN BLVD. & SANTA MONICA BLVD. - AM PEAK

LOCATION #:	004	QTD PRJ #:	080258
NORTH / SOUTH:	BEVERLY GLEN BLVD.	DATE:	Wednesday, October 22, 2008
EAST / WEST:	SANTA MONICA BLVD.	VICINITY:	LOS ANGELES, CA

DIRECTION:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTALS:
LANES:	2	2	1	2	2	1	2	3	1	2	3	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	12	66	17	68	80	21	22	318	13	22	317	24	980
7:15 AM	28	119	19	85	104	17	20	326	15	27	319	29	1108
7:30 AM	45	172	15	104	128	19	18	334	17	33	326	34	1245
7:45 AM	36	156	30	125	182	23	21	368	16	25	305	28	1315
8:00 AM	27	140	45	147	177	28	25	403	19	19	295	23	1348
8:15 AM	33	143	49	140	192	24	22	401	21	18	285	25	1353
8:30 AM	39	148	53	133	208	27	21	405	24	25	292	29	1404
8:45 AM	44	150	52	128	271	21	19	413	31	22	279	36	1466
9:00 AM	39	162	49	135	282	28	15	389	25	20	269	31	1444
9:15 AM	35	155	48	136	265	24	18	395	26	32	281	32	1447
9:30 AM	32	142	45	125	254	26	19	380	23	31	261	34	1372
9:45 AM	31	148	39	122	251	24	21	378	22	29	266	31	1362
10:00 AM													
10:15 AM													
10:30 AM													

VOLUME STATS:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
TOTAL:	401	1701	461	1448	2394	282	241	4510	252	303	3495	356	15844
P.H.V: (1)	157	615	202	532	1026	100	73	1602	106	99	1121	128	5761
P.H.F: (2)		0.974			0.931			0.962			0.974		0.982

(1) Peak Hour Volume (Peak Hour Begins At 830 AM)
(2) Peak Hour Factor (directional aggregate)

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VEHICLE TURNING MOVEMENT COUNT

#004 BEVERLY GLEN BLVD. & SANTA MONICA BLVD. - PM PEAK

LOCATION #:	004	QTD PRJ #:	080258
NORTH / SOUTH:	BEVERLY GLEN BLVD.	DATE:	Wednesday, October 22, 2008
EAST / WEST:	SANTA MONICA BLVD.	VICINITY:	LOS ANGELES, CA

DIRECTION:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTALS:
LANES:	2	2	1	2	2	1	2	3	1	2	3	1	
4:00 PM	13	133	17	59	207	16	28	324	26	26	355	74	1278
4:15 PM	15	141	15	62	226	13	32	316	31	28	342	85	1306
4:30 PM	18	147	15	65	247	14	38	308	37	30	338	94	1351
4:45 PM	24	141	19	68	241	15	30	315	29	31	384	92	1389
5:00 PM	30	136	22	72	236	19	24	320	21	34	432	90	1436
5:15 PM	26	133	18	66	262	15	37	317	32	35	421	88	1450
5:30 PM	20	132	20	62	289	11	51	319	44	38	409	91	1486
5:45 PM	23	134	22	61	255	12	38	305	36	33	412	87	1418
6:00 PM	21	139	25	63	241	13	35	273	32	32	405	82	1361
6:15 PM	19	125	21	61	231	15	32	289	31	35	410	79	1348
6:30 PM	15	129	29	72	222	14	31	288	35	32	391	75	1333
6:45 PM	17	132	23	65	237	16	36	255	36	31	386	78	1312

VOLUME STATS:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
TOTAL:	241	1622	246	776	2894	173	412	3629	390	385	4685	1015	16468
P.H.V: (1)	99	535	82	261	1042	57	150	1261	133	140	1674	356	5790
P.H.F: (2)		0.952			0.939			0.932			0.976		0.974

(1) Peak Hour Volume (Peak Hour Begins At 500 PM)
(2) Peak Hour Factor (directional aggregate)

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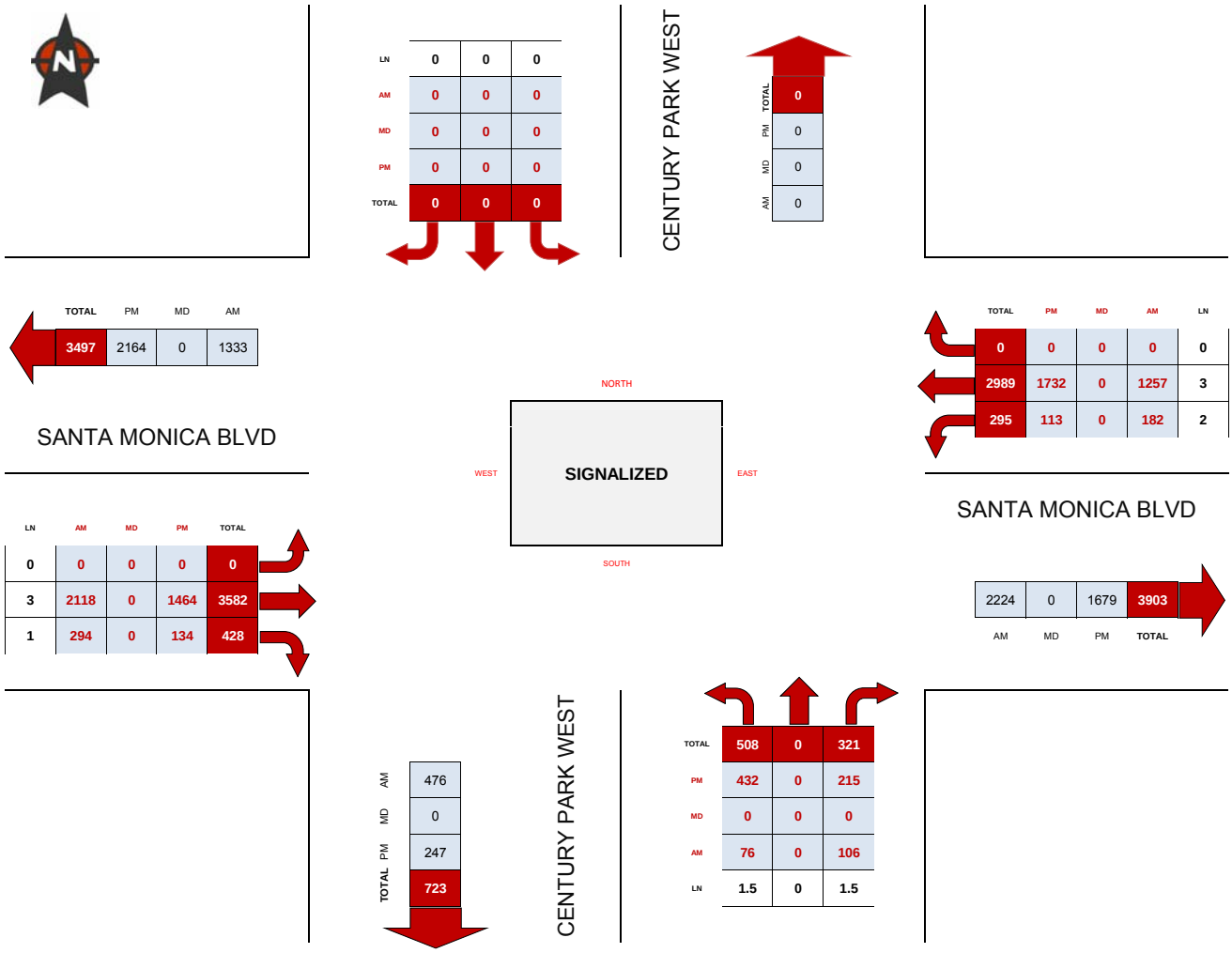
PEAK HOUR ITM SUMMARY

#006 CENTURY PARK WEST & SANTA MONICA BLVD

LOCATION #:	006	QTD PRJ #:	080258	AM PEAK:	800 AM
NORTH / SOUTH:	CENTURY PARK WEST	DATE:	Wednesday, October 22, 2008	MD PEAK:	
EAST / WEST:	SANTA MONICA BLVD	VICINITY:	LOS ANGELES, CA	PM PEAK:	500 PM



AM COUNT	7:00 AM	TO	10:00 AM	MD COUNT	-	TO	-	PM COUNT	4:00 PM	TO	7:00 PM

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VEHICLE TURNING MOVEMENT COUNT

#006 CENTURY PARK WEST & SANTA MONICA BLVD - AM PEAK

LOCATION #:	006	QTD PRJ #:	080258
NORTH / SOUTH:	CENTURY PARK WEST	DATE:	Wednesday, October 22, 2008
EAST / WEST:	SANTA MONICA BLVD	VICINITY:	LOS ANGELES, CA

DIRECTION:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTALS:
LANES:	1.5	0	1.5	0	0	0	0	3	1	2	3	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	8	0	11	0	0	0	0	337	65	20	352	0	793
7:15 AM	10	0	14	0	0	0	0	356	68	22	361	0	831
7:30 AM	19	0	16	0	0	0	0	380	72	24	370	0	881
7:45 AM	15	0	22	0	0	0	0	457	70	32	343	0	939
8:00 AM	14	0	29	0	0	0	0	535	72	41	317	0	1008
8:15 AM	18	0	25	0	0	0	0	530	74	46	306	0	999
8:30 AM	23	0	23	0	0	0	0	532	77	50	319	0	1024
8:45 AM	21	0	29	0	0	0	0	521	71	45	315	0	1002
9:00 AM	15	0	25	0	0	0	0	505	68	42	312	0	967
9:15 AM	16	0	23	0	0	0	0	515	65	41	332	0	992
9:30 AM	13	0	19	0	0	0	0	489	63	39	305	0	928
9:45 AM	11	0	15	0	0	0	0	472	69	38	313	0	918
10:00 AM													
10:15 AM													
10:30 AM													

VOLUME STATS:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
TOTAL:	183	0	251	0	0	0	0	5629	834	440	3945	0	11282
P.H.V: (1)	76	0	106	0	0	0	0	2118	294	182	1257	0	4033
P.H.F: (2)		0.910			0.000			0.990			0.975		0.985

(1) Peak Hour Volume (Peak Hour Begins At 800 AM)
(2) Peak Hour Factor (directional aggregate)

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VEHICLE TURNING MOVEMENT COUNT

#006 CENTURY PARK WEST & SANTA MONICA BLVD - PM PEAK

LOCATION #:	006	QTD PRJ #:	080258
NORTH / SOUTH:	CENTURY PARK WEST	DATE:	Wednesday, October 22, 2008
EAST / WEST:	SANTA MONICA BLVD	VICINITY:	LOS ANGELES, CA

DIRECTION:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTALS:
LANES:	1.5	0	1.5	0	0	0	0	3	1	2	3	0	
4:00 PM	76	0	53	0	0	0	0	360	33	27	385	0	934
4:15 PM	82	0	44	0	0	0	0	369	35	29	371	0	930
4:30 PM	89	0	38	0	0	0	0	356	39	20	373	0	915
4:45 PM	101	0	47	0	0	0	0	367	35	26	406	0	982
5:00 PM	114	0	58	0	0	0	0	382	32	30	440	0	1056
5:15 PM	110	0	46	0	0	0	0	370	33	32	433	0	1024
5:30 PM	107	0	59	0	0	0	0	358	37	28	427	0	1016
5:45 PM	101	0	52	0	0	0	0	354	32	23	432	0	994
6:00 PM	98	0	51	0	0	0	0	332	29	21	425	0	956
6:15 PM	95	0	48	0	0	0	0	345	28	25	429	0	970
6:30 PM	82	0	43	0	0	0	0	364	25	21	416	0	951
6:45 PM	85	0	44	0	0	0	0	323	26	15	405	0	898

VOLUME STATS:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
TOTAL:	1140	0	583	0	0	0	0	4280	384	297	4942	0	11626
P.H.V: (1)	432	0	215	0	0	0	0	1464	134	113	1732	0	4090
P.H.F: (2)		0.940			0.000			0.965			0.981		0.968

(1) Peak Hour Volume (Peak Hour Begins At 500 PM)
(2) Peak Hour Factor (directional aggregate)

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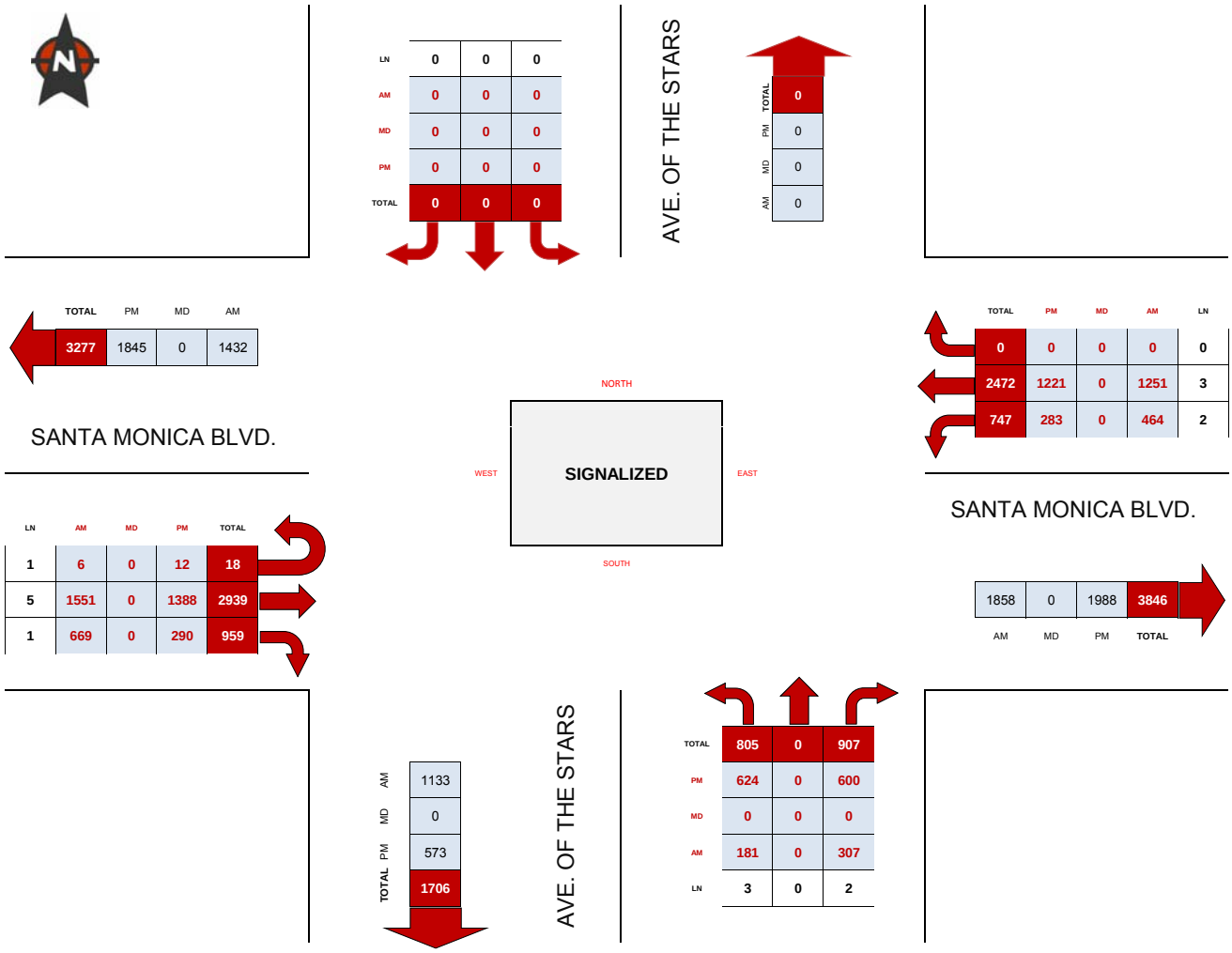
PEAK HOUR ITM SUMMARY

#008 AVE. OF THE STARS & SANTA MONICA BLVD.

LOCATION #:	008	QTD PRJ #:	080258	AM PEAK:	800 AM
NORTH / SOUTH:	AVE. OF THE STARS	DATE:	Thursday, October 23, 2008	MD PEAK:	
EAST / WEST:	SANTA MONICA BLVD.	VICINITY:	LOS ANGELES, CA	PM PEAK:	500 PM



AM COUNT	7:00 AM	TO	10:00 AM	MD COUNT	-	TO	-	PM COUNT	4:00 PM	TO	7:00 PM

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VEHICLE TURNING MOVEMENT COUNT

#008 AVE. OF THE STARS & SANTA MONICA BLVD. - AM PEAK

LOCATION #:	008	QTD PRJ #:	080258
NORTH / SOUTH:	AVE. OF THE STARS	DATE:	Thursday, October 23, 2008
EAST / WEST:	SANTA MONICA BLVD.	VICINITY:	LOS ANGELES, CA

DIRECTION:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTALS:
LANES:	3	0	2	0	0	0	1	5	1	2	3	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	38	0	28	0	0	0	0	237	108	56	329	0	796
7:15 AM	49	0	29	0	0	0	1	262	103	67	335	0	846
7:30 AM	55	0	31	0	0	0	0	282	106	82	339	0	895
7:45 AM	52	0	47	0	0	0	2	344	131	96	320	0	992
8:00 AM	45	0	64	0	0	0	4	399	156	111	311	0	1090
8:15 AM	43	0	73	0	0	0	0	395	163	116	309	0	1099
8:30 AM	45	0	81	0	0	0	1	384	172	122	317	0	1122
8:45 AM	48	0	89	0	0	0	1	373	178	115	314	0	1118
9:00 AM	42	0	85	0	0	0	1	363	162	99	309	0	1061
9:15 AM	41	0	75	0	0	0	2	365	165	72	331	0	1051
9:30 AM	39	0	71	0	0	0	1	355	141	55	301	0	963
9:45 AM	35	0	63	0	0	0	2	341	132	35	319	0	927
10:00 AM													
10:15 AM													
10:30 AM													

VOLUME STATS:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
TOTAL:	532	0	736	0	0	0	15	4100	1717	1026	3834	0	11960
P.H.V: (1)	181	0	307	0	0	0	6	1551	669	464	1251	0	4429
P.H.F: (2)		0.891			0.000			0.996			0.977		0.987

(1) Peak Hour Volume (Peak Hour Begins At 800 AM)
(2) Peak Hour Factor (directional aggregate)

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VEHICLE TURNING MOVEMENT COUNT

#008 AVE. OF THE STARS & SANTA MONICA BLVD. - PM PEAK

LOCATION #:	008	QTD PRJ #:	080258
NORTH / SOUTH:	AVE. OF THE STARS	DATE:	Thursday, October 23, 2008
EAST / WEST:	SANTA MONICA BLVD.	VICINITY:	LOS ANGELES, CA

DIRECTION:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTALS:
LANES:	3	0	2	0	0	0	1	5	1	2	3	0	
4:00 PM	96	0	104	0	0	0	12	338	63	49	322	0	984
4:15 PM	100	0	96	0	0	0	5	332	65	51	307	0	956
4:30 PM	104	0	88	0	0	0	7	327	62	54	292	0	934
4:45 PM	131	0	103	0	0	0	1	354	65	72	301	0	1027
5:00 PM	157	0	119	0	0	0	2	382	67	79	315	0	1121
5:15 PM	155	0	145	0	0	0	3	348	72	69	313	0	1105
5:30 PM	154	0	172	0	0	0	6	330	77	70	301	0	1110
5:45 PM	158	0	164	0	0	0	1	328	74	65	292	0	1082
6:00 PM	142	0	152	0	0	0	3	315	71	41	299	0	1023
6:15 PM	152	0	141	0	0	0	2	321	69	42	295	0	1022
6:30 PM	145	0	133	0	0	0	5	331	65	39	291	0	1009
6:45 PM	132	0	129	0	0	0	2	298	68	59	282	0	970

VOLUME STATS:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
TOTAL:	1626	0	1546	0	0	0	49	4004	818	690	3610	0	12343
P.H.V: (1)	624	0	600	0	0	0	12	1388	290	283	1221	0	4418
P.H.F: (2)		0.939			0.000			0.937			0.954		0.985

(1) Peak Hour Volume (Peak Hour Begins At 500 PM)
(2) Peak Hour Factor (directional aggregate)

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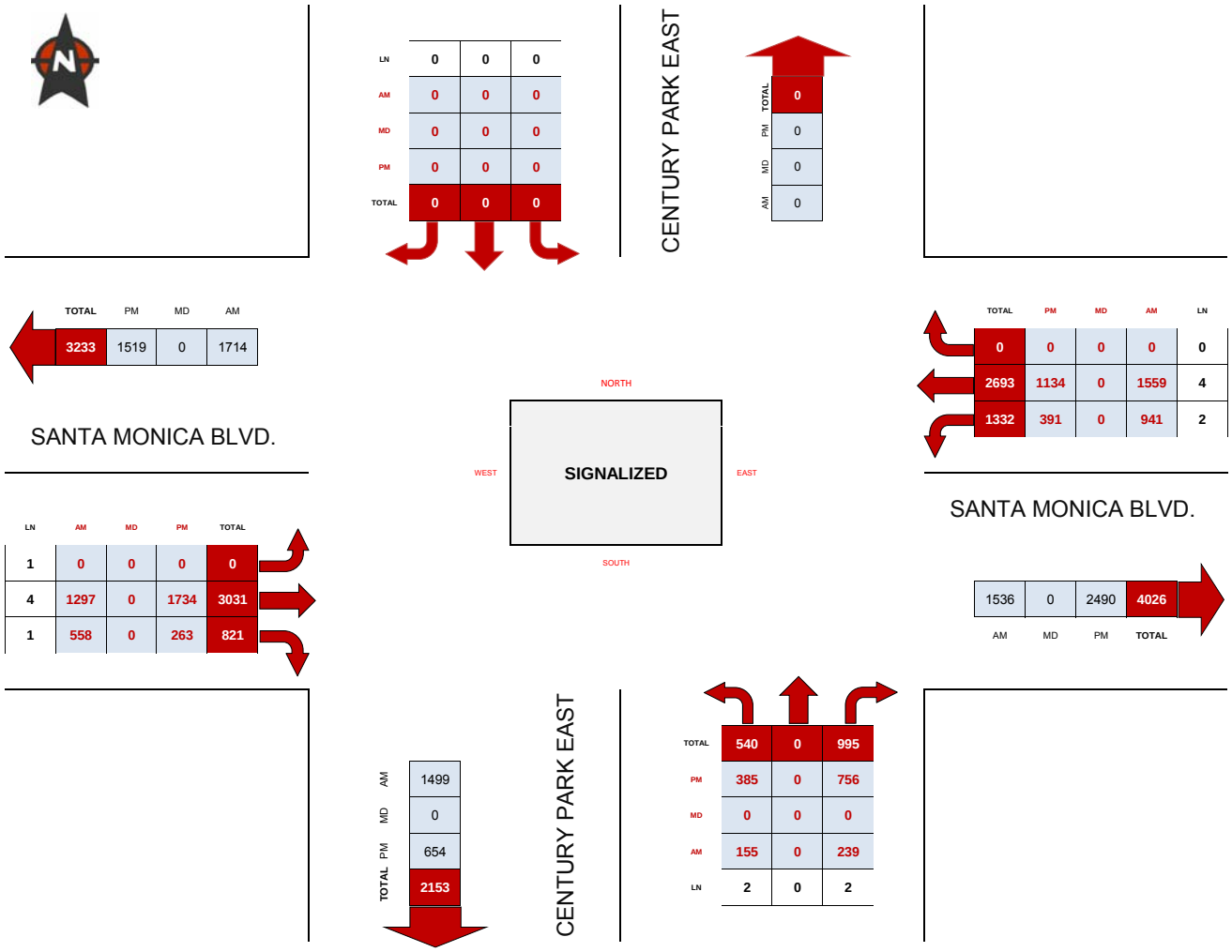
PEAK HOUR ITM SUMMARY

#009 CENTURY PARK EAST & SANTA MONICA BLVD.

LOCATION #:	009	QTD PRJ #:	080258	AM PEAK:	815 AM
NORTH / SOUTH:	CENTURY PARK EAST	DATE:	Tuesday, October 28, 2008	MD PEAK:	
EAST / WEST:	SANTA MONICA BLVD.	VICINITY:	LOS ANGELES, CA	PM PEAK:	500 PM



AM COUNT	7:00 AM	TO	10:00 AM	MD COUNT	-	TO	-	PM COUNT	4:00 PM	TO	7:00 PM

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VEHICLE TURNING MOVEMENT COUNT

#009 CENTURY PARK EAST & SANTA MONICA BLVD. - AM PEAK

LOCATION #:	009	QTD PRJ #:	080258
NORTH / SOUTH:	CENTURY PARK EAST	DATE:	Tuesday, October 28, 2008
EAST / WEST:	SANTA MONICA BLVD.	VICINITY:	LOS ANGELES, CA

DIRECTION:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTALS:
LANES:	2	0	2	0	0	0	1	4	1	2	4	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	29	0	27	0	0	0	0	192	71	89	355	0	763
7:15 AM	36	0	35	0	0	0	0	225	70	105	363	0	834
7:30 AM	48	0	49	0	0	0	0	252	72	121	371	0	913
7:45 AM	41	0	41	0	0	0	0	303	88	163	377	0	1013
8:00 AM	34	0	45	0	0	0	0	355	105	201	384	0	1124
8:15 AM	37	0	55	0	0	0	0	345	128	225	393	0	1183
8:30 AM	39	0	65	0	0	0	0	315	152	249	403	0	1223
8:45 AM	40	0	60	0	0	0	0	322	146	236	391	0	1195
9:00 AM	39	0	59	0	0	0	0	315	132	231	372	0	1148
9:15 AM	32	0	55	0	0	0	0	302	129	215	375	0	1108
9:30 AM	35	0	52	0	0	0	0	307	113	219	316	0	1042
9:45 AM	31	0	51	0	0	0	0	282	124	217	322	0	1027
10:00 AM													
10:15 AM													
10:30 AM													

VOLUME STATS:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
TOTAL:	441	0	594	0	0	0	0	3515	1330	2271	4422	0	12573
P.H.V: (1)	155	0	239	0	0	0	0	1297	558	941	1559	0	4749
P.H.F: (2)		0.947			0.000			0.980			0.959		0.971

(1) Peak Hour Volume (Peak Hour Begins At 815 AM)
(2) Peak Hour Factor (directional aggregate)

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VEHICLE TURNING MOVEMENT COUNT

#009 CENTURY PARK EAST & SANTA MONICA BLVD. - PM PEAK

LOCATION #:	009	QTD PRJ #:	080258
NORTH / SOUTH:	CENTURY PARK EAST	DATE:	Tuesday, October 28, 2008
EAST / WEST:	SANTA MONICA BLVD.	VICINITY:	LOS ANGELES, CA

DIRECTION:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTALS:
LANES:	2	0	2	0	0	0	1	4	1	2	4	0	
4:00 PM	54	0	122	0	0	0	0	390	48	99	325	0	1038
4:15 PM	58	0	118	0	0	0	0	385	46	96	304	0	1007
4:30 PM	64	0	115	0	0	0	0	375	42	91	286	0	973
4:45 PM	81	0	140	0	0	0	0	408	48	87	296	0	1060
5:00 PM	99	0	165	0	0	0	0	437	62	84	307	0	1154
5:15 PM	96	0	191	0	0	0	0	431	61	98	289	0	1166
5:30 PM	98	0	217	0	0	0	0	439	68	112	272	0	1206
5:45 PM	92	0	183	0	0	0	0	427	72	97	266	0	1137
6:00 PM	82	0	172	0	0	0	0	415	52	89	252	0	1062
6:15 PM	85	0	175	0	0	0	0	414	51	85	249	0	1059
6:30 PM	72	0	166	0	0	0	0	416	55	92	255	0	1056
6:45 PM	79	0	155	0	0	0	0	382	49	91	261	0	1017

VOLUME STATS:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
TOTAL:	960	0	1919	0	0	0	0	4919	654	1121	3362	0	12935
P.H.V: (1)	385	0	756	0	0	0	0	1734	263	391	1134	0	4663
P.H.F: (2)		0.906			0.000			0.985			0.975		0.967

(1) Peak Hour Volume (Peak Hour Begins At 500 PM)
(2) Peak Hour Factor (directional aggregate)

QUALITY TRAFFIC DATA, LLC
11040 Santa Monica Blvd, Suite 207, Los Angeles, CA 90025
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File Name : BundyOlymp
Site Code : 00000000
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Groups Printed- 1 - Unshifted

	Bundy Dr Southbound			Olympic Blvd Westbound			Bundy Dr Northbound			Olympic Blvd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	11	132	11	38	146	23	36	205	38	14	54	13	721
07:15 AM	20	158	12	39	198	35	37	249	45	4	89	12	898
07:30 AM	28	192	26	42	282	40	38	247	43	21	119	17	1095
07:45 AM	48	225	21	43	372	43	62	274	39	27	182	29	1365
Total	107	707	70	162	998	141	173	975	165	66	444	71	4079
08:00 AM	56	252	12	42	356	42	75	303	40	37	270	33	1518
08:15 AM	78	264	12	64	377	45	48	290	54	42	272	14	1560
08:30 AM	100	260	18	77	363	62	96	290	61	36	286	16	1665
08:45 AM	74	273	41	45	381	65	76	325	56	47	310	16	1709
Total	308	1049	83	228	1477	214	295	1208	211	162	1138	79	6452
09:00 AM	68	214	28	55	425	38	84	312	52	34	297	36	1643
09:15 AM	62	255	37	77	342	46	94	327	53	35	285	38	1651
09:30 AM	52	195	28	64	338	58	60	258	52	44	232	46	1427
09:45 AM	54	211	23	57	290	65	64	281	50	32	274	23	1424
Total	236	875	116	253	1395	207	302	1178	207	145	1088	143	6145
04:00 PM	41	213	21	79	268	58	40	265	42	31	308	70	1436
04:15 PM	34	175	25	58	277	60	26	302	54	46	333	71	1461
04:30 PM	38	222	31	68	236	67	35	249	60	32	301	58	1397
04:45 PM	25	248	23	61	248	57	29	314	61	37	296	77	1476
Total	138	858	100	266	1029	242	130	1130	217	146	1238	276	5770
05:00 PM	45	200	28	88	280	62	28	314	59	37	290	65	1496
05:15 PM	32	119	22	76	332	59	34	324	56	52	375	81	1562
05:30 PM	34	208	17	85	294	52	38	332	36	33	345	92	1566
05:45 PM	25	210	25	74	250	58	33	361	53	55	334	74	1552
Total	136	737	92	323	1156	231	133	1331	204	177	1344	312	6176
06:00 PM	30	210	25	68	264	52	39	338	54	41	354	63	1538
06:15 PM	31	153	27	71	275	52	38	357	38	66	356	98	1562
06:30 PM	25	152	38	67	341	67	40	345	55	46	359	113	1648
06:45 PM	24	138	28	64	358	63	45	323	58	80	340	76	1597
Total	110	653	118	270	1238	234	162	1363	205	233	1409	350	6345
Grand Total	1035	4879	579	1502	7293	1269	1195	7185	1209	929	6661	1231	34967
Apprch %	15.9	75.1	8.9	14.9	72.5	12.6	12.5	74.9	12.6	10.5	75.5	14.0	
Total %	3.0	14.0	1.7	4.3	20.9	3.6	3.4	20.5	3.5	2.7	19.0	3.5	

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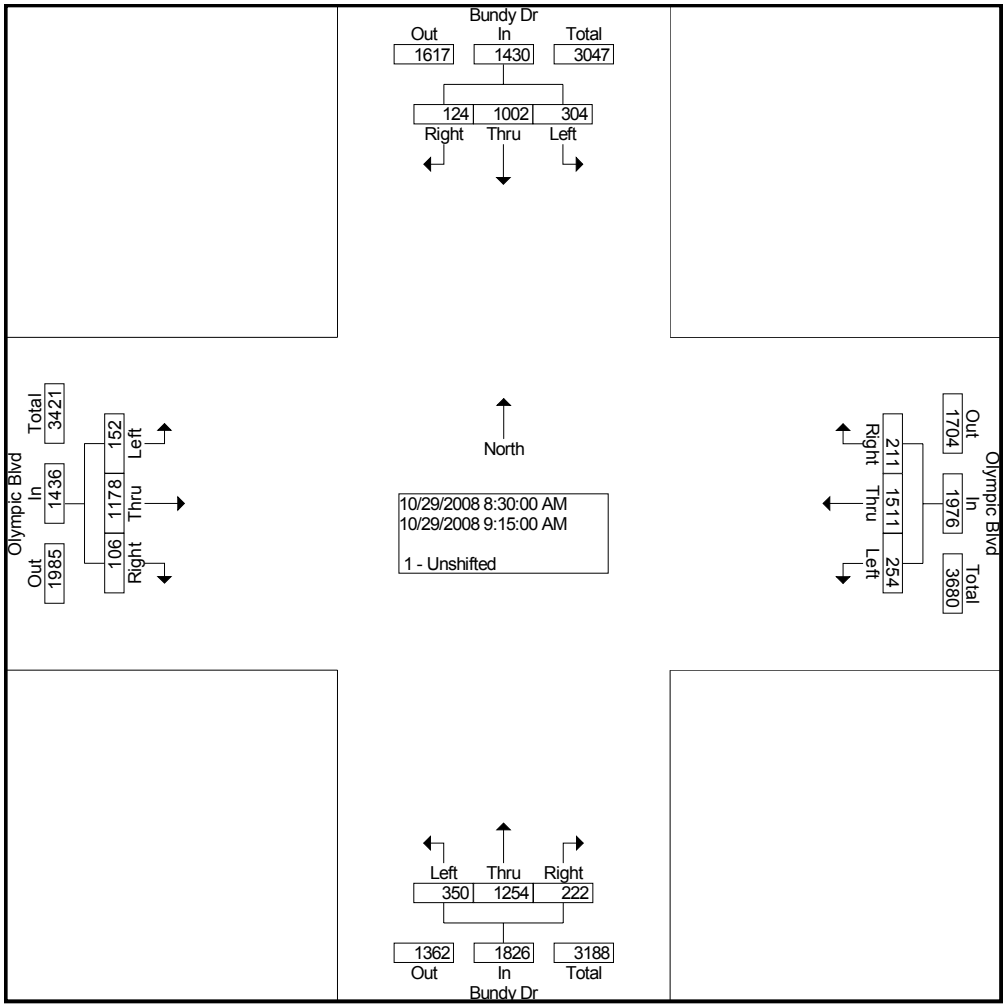
	Bundy Dr Southbound				Olympic Blvd Westbound				Bundy Dr Northbound				Olympic Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	08:30 AM																
Volume	304	1002	124	1430	254	1511	211	1976	350	1254	222	1826	152	1178	106	1436	6668
Percent	21.3	70.1	8.7		12.9	76.5	10.7		19.2	68.7	12.2		10.6	82.0	7.4		
08:45 Volume	74	273	41	388	45	381	65	491	76	325	56	457	47	310	16	373	1709
Peak Factor																	0.975
High Int.	08:45 AM				09:00 AM				09:15 AM				08:45 AM				
Volume	74	273	41	388	55	425	38	518	94	327	53	474	47	310	16	373	
Peak Factor				0.921				0.954				0.963				0.962	



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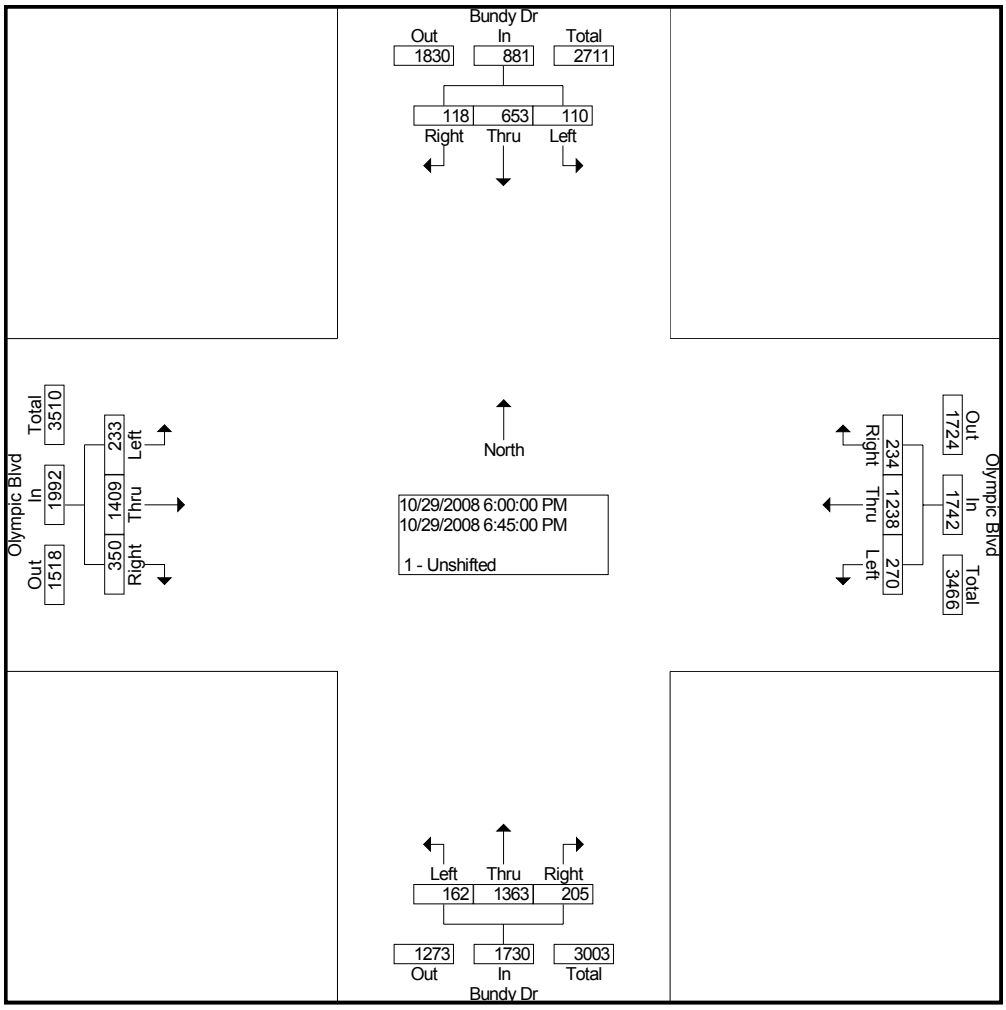
	Bundy Dr Southbound				Olympic Blvd Westbound				Bundy Dr Northbound				Olympic Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:00 PM to 06:45 PM - Peak 1 of 1																	
Intersection	06:00 PM																
Volume	110	653	118	881	270	1238	234	1742	162	1363	205	1730	233	1409	350	1992	6345
Percent	12.5	74.1	13.4		15.5	71.1	13.4		9.4	78.8	11.8		11.7	70.7	17.6		
06:30 Volume	25	152	38	215	67	341	67	475	40	345	55	440	46	359	113	518	1648
Peak Factor																	0.963
High Int.	06:00 PM				06:45 PM				06:30 PM				06:15 PM				
Volume	30	210	25	265	64	358	63	485	40	345	55	440	66	356	98	520	
Peak Factor				0.831				0.898				0.983				0.958	



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Groups Printed- 1 - Unshifted

	Barrington Ave Southbound			Olympic Blvd Westbound			Barrington Ave Northbound			Olympic Blvd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	20	49	7	17	180	13	41	96	41	6	90	9	569
07:15 AM	31	65	19	20	256	20	39	123	30	4	139	8	754
07:30 AM	42	104	18	14	337	30	61	165	36	11	163	12	993
07:45 AM	86	140	17	22	384	42	100	237	58	9	268	23	1386
Total	179	358	61	73	1157	105	241	621	165	30	660	52	3702
08:00 AM	75	143	16	22	355	69	106	231	40	12	311	19	1399
08:15 AM	75	90	14	21	343	93	137	196	57	16	346	15	1403
08:30 AM	120	121	21	17	326	21	126	229	39	20	386	12	1438
08:45 AM	88	100	16	15	333	31	124	169	31	19	372	17	1315
Total	358	454	67	75	1357	214	493	825	167	67	1415	63	5555
09:00 AM	65	130	26	19	327	56	111	217	26	14	347	22	1360
09:15 AM	78	82	16	21	325	51	94	125	32	10	350	19	1203
09:30 AM	64	110	20	25	339	43	85	173	47	17	282	18	1223
09:45 AM	52	66	17	26	333	56	65	125	34	17	328	14	1133
Total	259	388	79	91	1324	206	355	640	139	58	1307	73	4919
04:00 PM	58	278	18	17	350	55	61	190	26	13	356	40	1462
04:15 PM	70	325	15	17	345	55	37	209	25	25	338	76	1537
04:30 PM	65	354	12	18	332	45	41	288	25	20	336	52	1588
04:45 PM	67	326	10	24	322	26	38	210	28	20	391	48	1510
Total	260	1283	55	76	1349	181	177	897	104	78	1421	216	6097
05:00 PM	48	321	22	24	371	57	48	194	19	11	368	83	1566
05:15 PM	55	363	10	27	370	74	42	197	31	22	376	134	1701
05:30 PM	55	325	16	19	346	59	34	232	29	14	334	103	1566
05:45 PM	42	332	19	24	302	72	31	301	45	19	309	89	1585
Total	200	1341	67	94	1389	262	155	924	124	66	1387	409	6418
06:00 PM	60	299	31	26	298	51	33	222	27	17	343	87	1494
06:15 PM	45	313	25	30	301	27	34	313	37	30	283	92	1530
06:30 PM	49	228	42	20	360	52	45	208	24	16	353	81	1478
06:45 PM	70	286	32	39	377	51	48	236	41	27	295	77	1579
Total	224	1126	130	115	1336	181	160	979	129	90	1274	337	6081
Grand Total	1480	4950	459	524	7912	1149	1581	4886	828	389	7464	1150	32772
Apprch %	21.5	71.9	6.7	5.5	82.5	12.0	21.7	67.0	11.4	4.3	82.9	12.8	
Total %	4.5	15.1	1.4	1.6	24.1	3.5	4.8	14.9	2.5	1.2	22.8	3.5	

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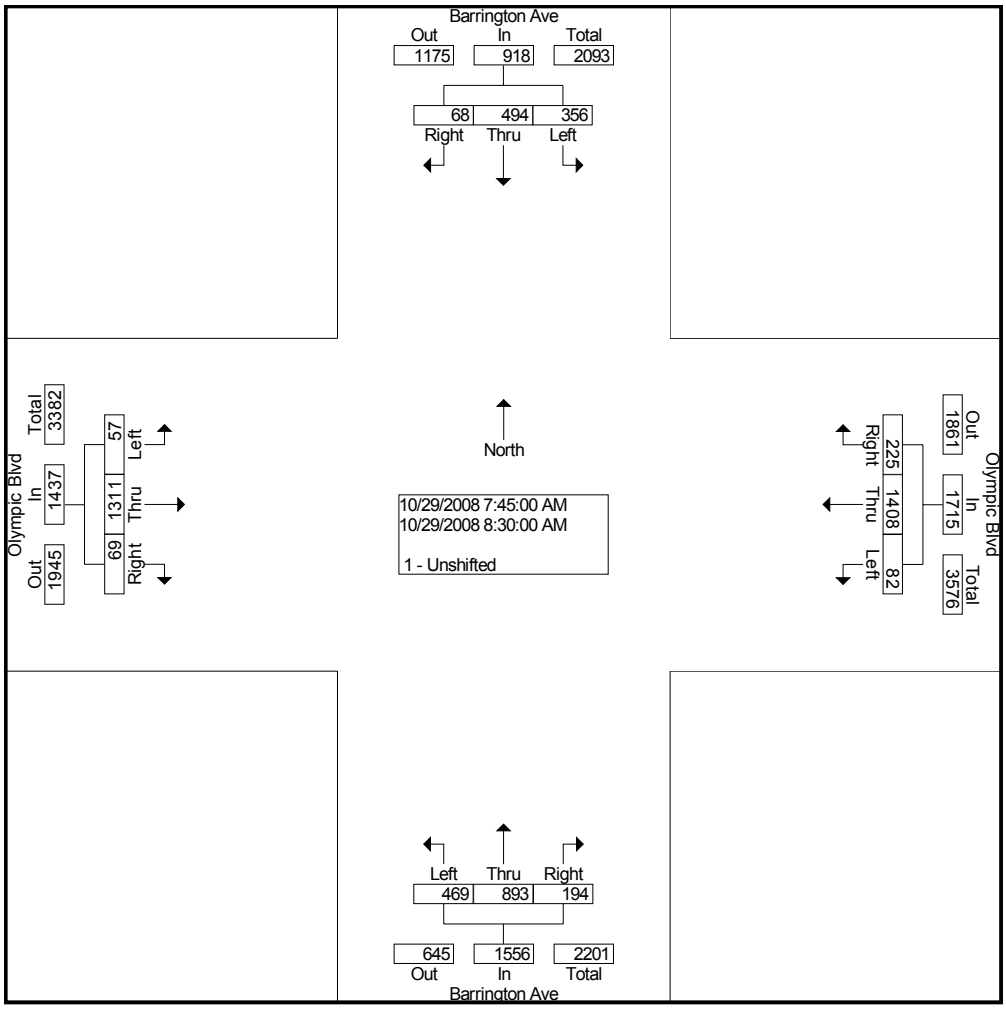
	Barrington Ave Southbound				Olympic Blvd Westbound				Barrington Ave Northbound				Olympic Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 01:00 PM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	356	494	68	918	82	1408	225	1715	469	893	194	1556	57	1311	69	1437	5626
Percent	38.8	53.8	7.4		4.8	82.1	13.1		30.1	57.4	12.5		4.0	91.2	4.8		
08:30 Volume	120	121	21	262	17	326	21	364	126	229	39	394	20	386	12	418	1438
Peak Factor																	0.978
High Int.	08:30 AM				08:15 AM				07:45 AM				08:30 AM				
Volume	120	121	21	262	21	343	93	457	100	237	58	395	20	386	12	418	
Peak Factor				0.876				0.938				0.985				0.859	



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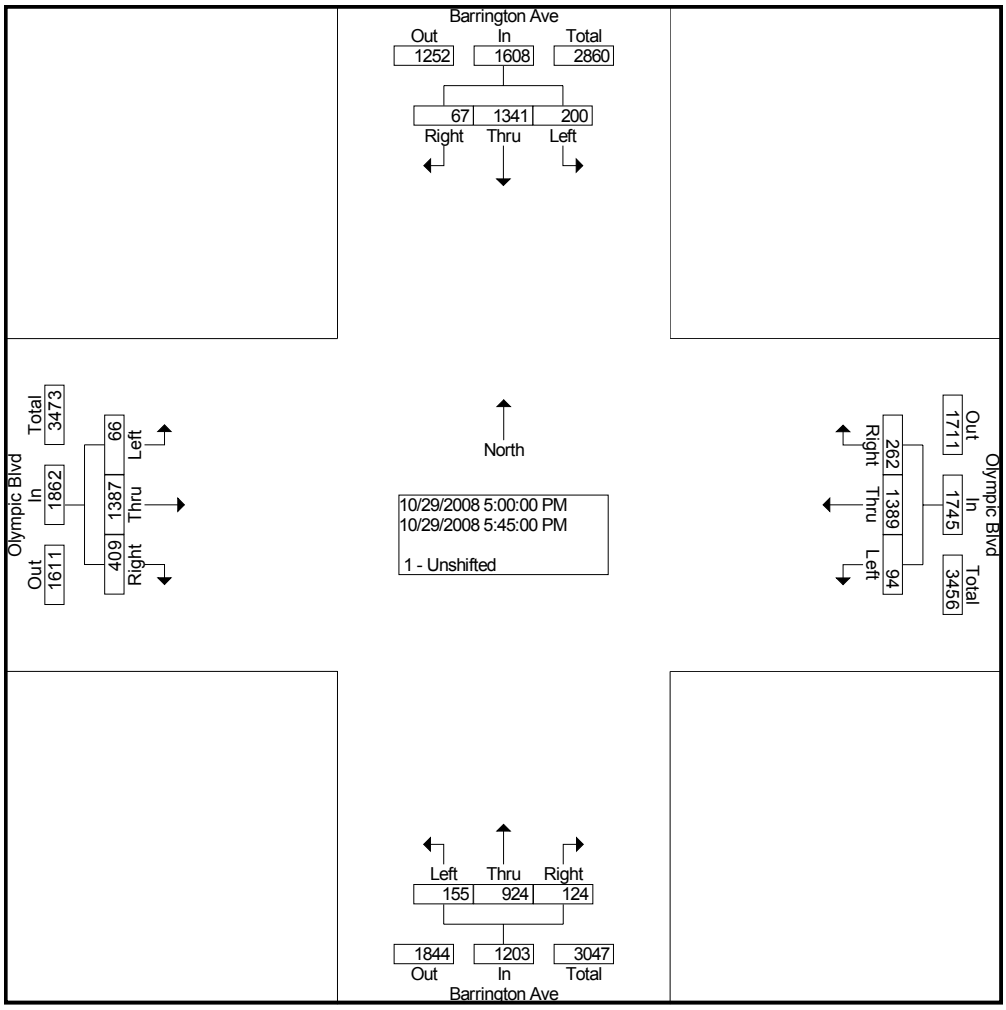
	Barrington Ave Southbound				Olympic Blvd Westbound				Barrington Ave Northbound				Olympic Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 01:15 PM to 06:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	200	1341	67	1608	94	1389	262	1745	155	924	124	1203	66	1387	409	1862	6418
Percent	12.4	83.4	4.2		5.4	79.6	15.0		12.9	76.8	10.3		3.5	74.5	22.0		
05:15 Volume	55	363	10	428	27	370	74	471	42	197	31	270	22	376	134	532	1701
Peak Factor																	0.943
High Int.	05:15 PM				05:15 PM				05:45 PM				05:15 PM				
Volume	55	363	10	428	27	370	74	471	31	301	45	377	22	376	134	532	
Peak Factor				0.939				0.926				0.798				0.875	



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	Sepulveda Blvd Southbound			Olympic Blvd Westbound			Sepulveda Blvd Northbound			Olympic Blvd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	11	52	7	11	225	16	13	160	25	9	123	10	662
07:15 AM	16	66	20	22	328	25	26	180	30	13	175	15	916
07:30 AM	15	92	23	18	449	32	44	227	49	14	247	18	1228
07:45 AM	20	98	20	23	522	27	43	257	49	15	361	30	1465
Total	62	308	70	74	1524	100	126	824	153	51	906	73	4271
08:00 AM	7	103	23	20	473	24	47	204	38	18	419	12	1388
08:15 AM	18	103	22	23	505	28	44	225	72	18	408	18	1484
08:30 AM	13	99	25	23	467	23	30	248	32	18	508	19	1505
08:45 AM	18	114	32	24	502	33	37	271	59	7	457	5	1559
Total	56	419	102	90	1947	108	158	948	201	61	1792	54	5936
09:00 AM	14	110	25	24	521	38	36	195	54	12	422	11	1462
09:15 AM	15	117	25	33	430	28	33	242	55	18	390	27	1413
09:30 AM	25	126	21	28	464	29	31	202	47	21	374	11	1379
09:45 AM	24	100	37	26	398	23	27	224	46	24	361	19	1309
Total	78	453	108	111	1813	118	127	863	202	75	1547	68	5563
04:00 PM	18	179	24	50	432	31	24	249	30	28	383	43	1491
04:15 PM	17	230	39	46	418	32	23	231	28	32	361	38	1495
04:30 PM	19	194	27	36	439	32	16	269	32	32	377	46	1519
04:45 PM	19	243	21	35	407	30	27	306	36	23	346	42	1535
Total	73	846	111	167	1696	125	90	1055	126	115	1467	169	6040
05:00 PM	22	162	19	40	464	22	18	237	31	33	365	38	1451
05:15 PM	17	261	25	39	548	27	16	266	35	17	370	28	1649
05:30 PM	18	201	12	52	583	32	18	264	34	24	413	35	1686
05:45 PM	17	224	28	42	592	39	25	250	49	18	377	31	1692
Total	74	848	84	173	2187	120	77	1017	149	92	1525	132	6478
06:00 PM	19	169	29	55	659	46	28	264	27	22	409	41	1768
06:15 PM	17	175	25	55	611	33	28	284	32	28	355	39	1682
06:30 PM	17	150	31	52	645	41	22	272	32	35	426	25	1748
06:45 PM	18	163	28	43	611	35	23	328	27	35	416	27	1754
Total	71	657	113	205	2526	155	101	1148	118	120	1606	132	6952
Grand Total	414	3531	588	820	11693	726	679	5855	949	514	8843	628	35240
Apprch %	9.1	77.9	13.0	6.2	88.3	5.5	9.1	78.2	12.7	5.1	88.6	6.3	
Total %	1.2	10.0	1.7	2.3	33.2	2.1	1.9	16.6	2.7	1.5	25.1	1.8	

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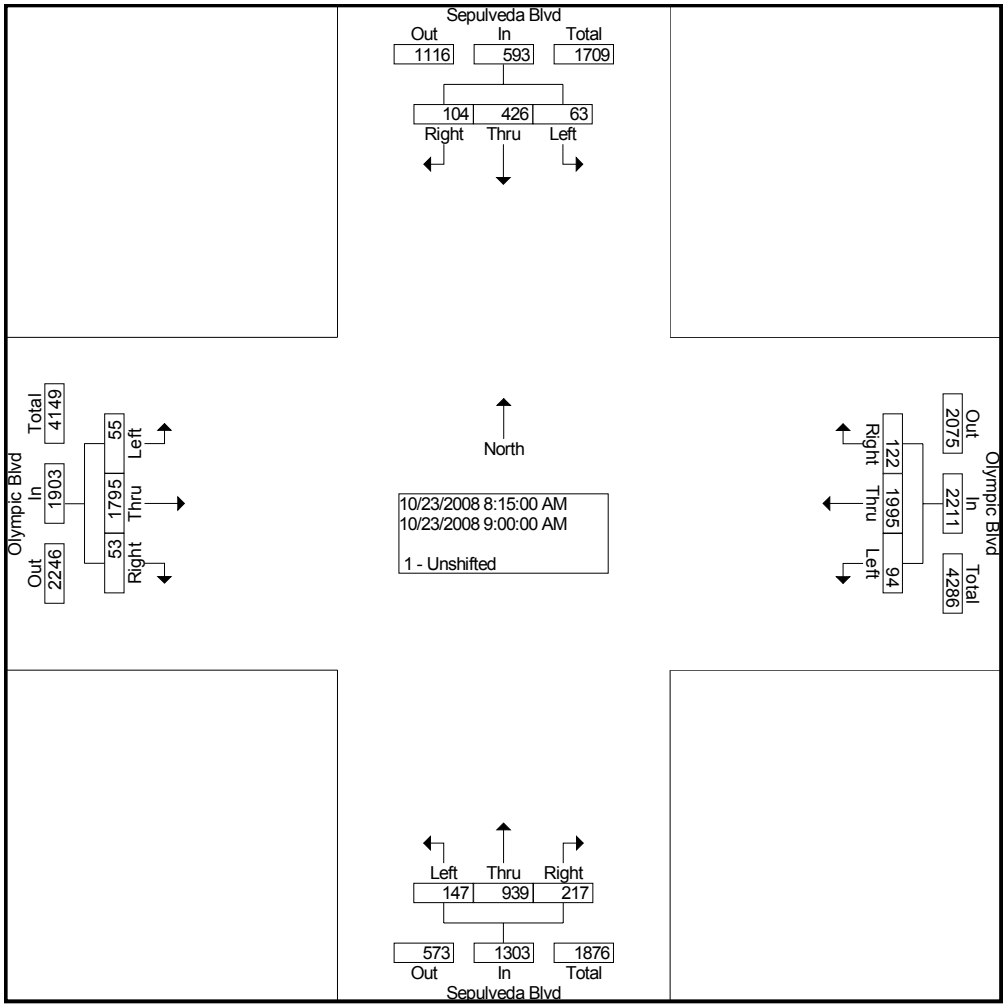
	Sepulveda Blvd Southbound				Olympic Blvd Westbound				Sepulveda Blvd Northbound				Olympic Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 01:00 PM - Peak 1 of 1																	
Intersection	08:15 AM																
Volume	63	426	104	593	94	1995	122	2211	147	939	217	1303	55	1795	53	1903	6010
Percent	10.6	71.8	17.5		4.3	90.2	5.5		11.3	72.1	16.7		2.9	94.3	2.8		
08:45 Volume	18	114	32	164	24	502	33	559	37	271	59	367	7	457	5	469	1559
Peak Factor																	0.964
High Int.	08:45 AM				09:00 AM				08:45 AM				08:30 AM				
Volume	18	114	32	164	24	521	38	583	37	271	59	367	18	508	19	545	
Peak Factor				0.904				0.948				0.888				0.873	



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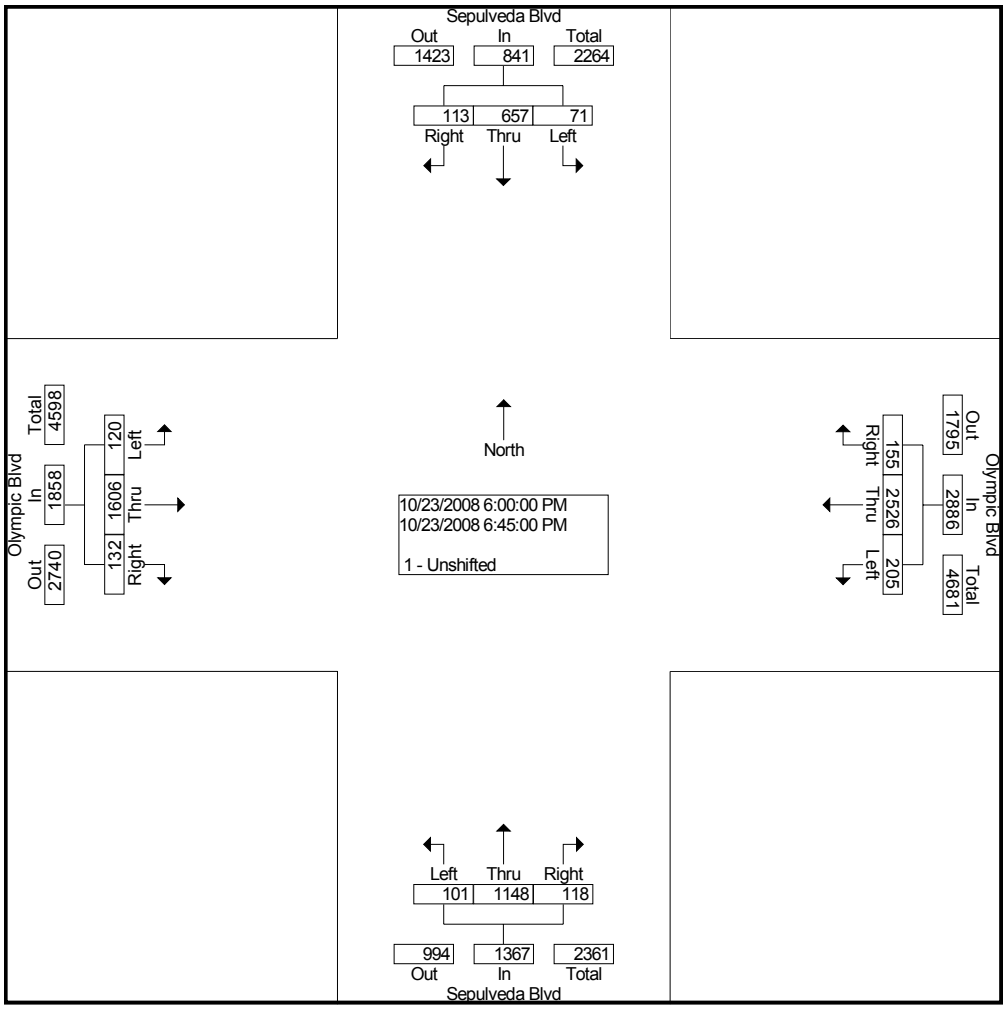
	Sepulveda Blvd Southbound				Olympic Blvd Westbound				Sepulveda Blvd Northbound				Olympic Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 01:15 PM to 06:45 PM - Peak 1 of 1																	
Intersection	06:00 PM																
Volume	71	657	113	841	205	2526	155	2886	101	1148	118	1367	120	1606	132	1858	6952
Percent	8.4	78.1	13.4		7.1	87.5	5.4		7.4	84.0	8.6		6.5	86.4	7.1		
06:00 Volume	19	169	29	217	55	659	46	760	28	264	27	319	22	409	41	472	1768
Peak Factor																	0.983
High Int.	06:00 PM				06:00 PM				06:45 PM				06:30 PM				
Volume	19	169	29	217	55	659	46	760	23	328	27	378	35	426	25	486	
Peak Factor				0.969				0.949				0.904				0.956	



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Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	3	7	2	1	275	3	4	15	4	1	192	1	508
07:15 AM	5	8	6	3	381	3	5	22	3	2	243	1	682
07:30 AM	12	9	7	5	461	3	4	39	5	8	316	19	888
07:45 AM	15	21	8	2	529	4	9	35	5	2	398	2	1030
Total	35	45	23	11	1646	13	22	111	17	13	1149	23	3108
08:00 AM	23	16	7	4	480	19	2	39	9	4	425	2	1030
08:15 AM	13	19	9	6	481	8	9	55	9	8	459	2	1078
08:30 AM	32	19	7	2	506	4	16	60	11	8	531	3	1199
08:45 AM	18	78	4	11	513	7	10	128	13	4	484	3	1273
Total	86	132	27	23	1980	38	37	282	42	24	1899	10	4580
09:00 AM	17	31	8	4	529	8	8	66	10	5	410	3	1099
09:15 AM	23	13	4	4	470	9	8	34	5	8	385	4	967
09:30 AM	34	30	8	2	440	5	6	37	7	7	387	3	966
09:45 AM	18	18	11	2	395	9	7	35	9	13	394	2	913
Total	92	92	31	12	1834	31	29	172	31	33	1576	12	3945
04:00 PM	22	61	13	4	510	15	3	49	2	13	417	2	1111
04:15 PM	8	41	10	5	499	12	6	67	3	14	402	5	1072
04:30 PM	20	41	9	13	464	13	7	38	11	15	387	9	1027
04:45 PM	33	78	14	9	517	8	8	40	7	12	382	8	1116
Total	83	221	46	31	1990	48	24	194	23	54	1588	24	4326
05:00 PM	24	71	6	16	524	18	7	41	7	13	375	7	1109
05:15 PM	21	96	14	7	647	9	12	50	8	14	365	4	1247
05:30 PM	27	87	16	15	618	4	3	38	7	13	386	1	1215
05:45 PM	24	93	15	17	623	11	8	35	13	18	406	4	1267
Total	96	347	51	55	2412	42	30	164	35	58	1532	16	4838
06:00 PM	25	78	19	16	670	10	7	43	3	11	395	5	1282
06:15 PM	33	67	22	18	651	14	5	50	10	14	360	4	1248
06:30 PM	13	77	21	14	689	13	3	39	7	10	435	5	1326
06:45 PM	19	39	15	6	695	10	7	33	3	17	402	3	1249
Total	90	261	77	54	2705	47	22	165	23	52	1592	17	5105
Grand Total	482	1098	255	186	12567	219	164	1088	171	234	9336	102	25902
Apprch %	26.3	59.8	13.9	1.4	96.9	1.7	11.5	76.5	12.0	2.4	96.5	1.1	
Total %	1.9	4.2	1.0	0.7	48.5	0.8	0.6	4.2	0.7	0.9	36.0	0.4	

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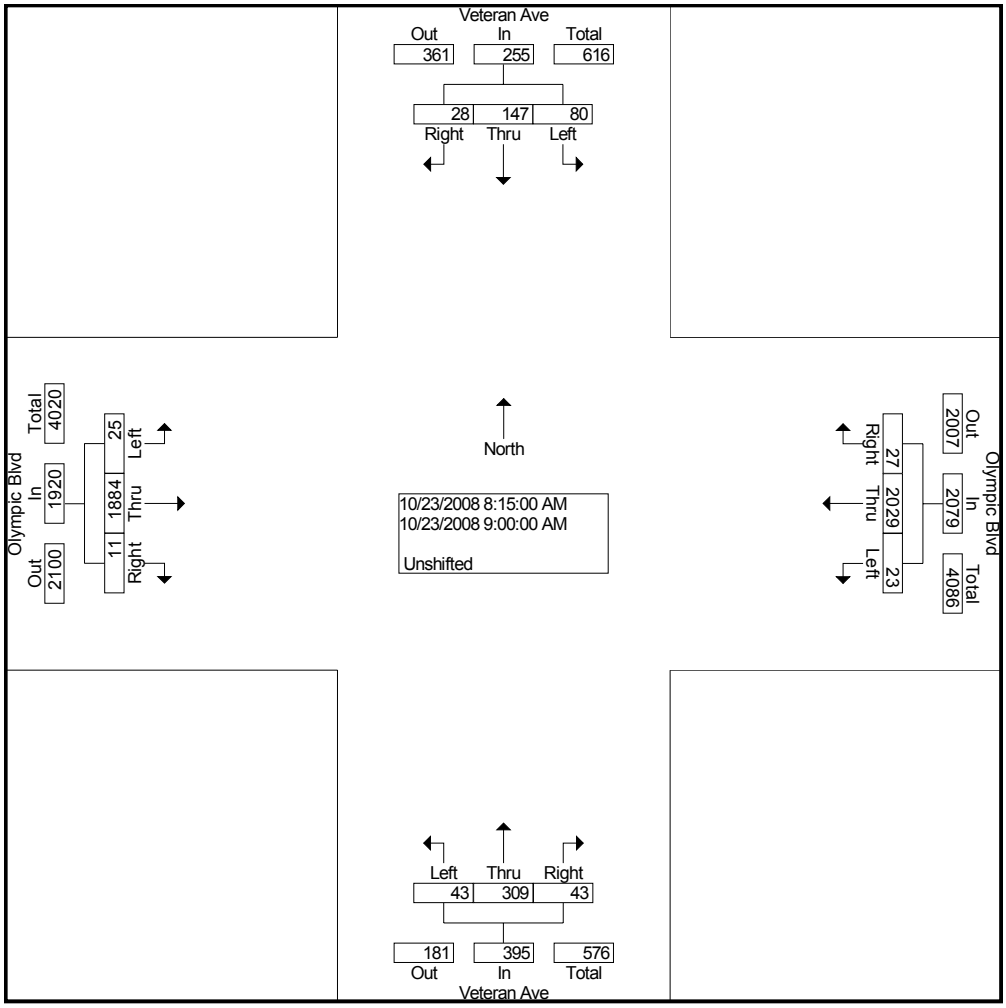
	Veteran Ave Southbound				Olympic Blvd Westbound				Veteran Ave Northbound				Olympic Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 01:00 PM - Peak 1 of 1																	
Intersection	08:15 AM																
Volume	80	147	28	255	23	2029	27	2079	43	309	43	395	25	1884	11	1920	4649
Percent	31.4	57.6	11.0		1.1	97.6	1.3		10.9	78.2	10.9		1.3	98.1	0.6		
08:45 Volume	18	78	4	100	11	513	7	531	10	128	13	151	4	484	3	491	1273
Peak Factor																	0.913
High Int.	08:45 AM				09:00 AM				08:45 AM				08:30 AM				
Volume	18	78	4	100	4	529	8	541	10	128	13	151	8	531	3	542	
Peak Factor				0.638				0.961				0.654				0.886	



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Site Code : 00000000
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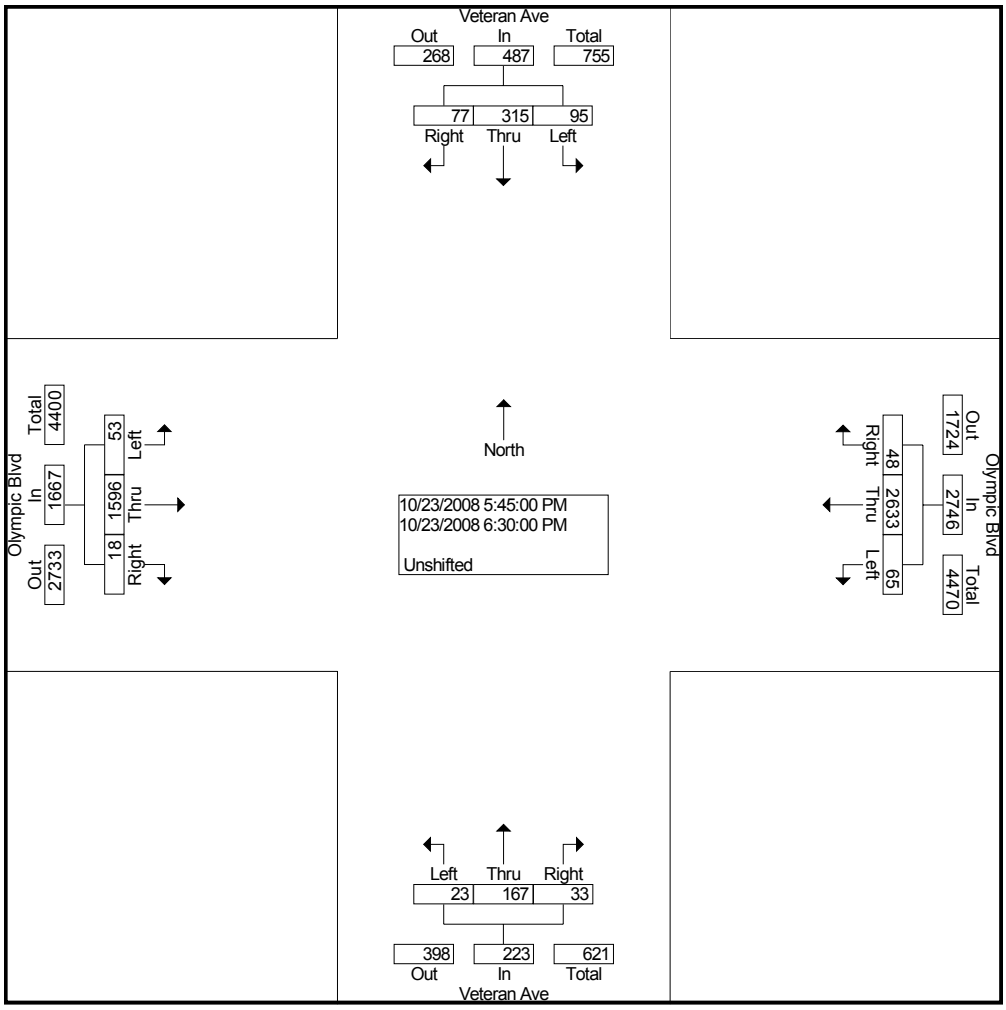
	Veteran Ave Southbound				Olympic Blvd Westbound				Veteran Ave Northbound				Olympic Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 01:15 PM to 06:45 PM - Peak 1 of 1																	
Intersection	05:45 PM																
Volume	95	315	77	487	65	2633	48	2746	23	167	33	223	53	1596	18	1667	5123
Percent	19.5	64.7	15.8		2.4	95.9	1.7		10.3	74.9	14.8		3.2	95.7	1.1		
06:30 Volume	13	77	21	111	14	689	13	716	3	39	7	49	10	435	5	450	1326
Peak Factor																	0.966
High Int.	05:45 PM				06:30 PM				06:15 PM				06:30 PM				
Volume	24	93	15	132	14	689	13	716	5	50	10	65	10	435	5	450	
Peak Factor				0.922				0.959				0.858				0.926	



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Groups Printed- Unshifted

	Westwood Blvd Southbound			Olympic Blvd Westbound			Westwood Blvd Northbound			Olympic Blvd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	15	45	5	7	259	30	13	103	7	13	170	8	675
07:15 AM	13	68	14	13	371	37	16	150	14	10	231	13	950
07:30 AM	25	111	21	12	440	36	18	187	22	18	303	7	1200
07:45 AM	29	112	16	7	501	38	16	223	23	18	392	6	1381
Total	82	336	56	39	1571	141	63	663	66	59	1096	34	4206
08:00 AM	37	100	15	28	465	31	18	185	23	13	408	18	1341
08:15 AM	36	88	15	21	479	38	8	191	29	12	478	12	1407
08:30 AM	21	104	24	10	512	38	18	236	35	20	552	10	1580
08:45 AM	37	106	21	12	498	24	25	222	43	9	503	12	1512
Total	131	398	75	71	1954	131	69	834	130	54	1941	52	5840
09:00 AM	39	110	39	25	486	45	14	178	25	10	424	8	1403
09:15 AM	30	106	16	15	433	36	17	177	21	17	405	9	1282
09:30 AM	33	92	22	18	416	26	8	132	20	13	419	14	1213
09:45 AM	26	111	16	16	385	26	13	171	13	11	414	13	1215
Total	128	419	93	74	1720	133	52	658	79	51	1662	44	5113
04:00 PM	54	283	28	23	498	41	20	155	23	16	405	26	1572
04:15 PM	46	327	30	30	462	41	17	209	26	22	367	14	1591
04:30 PM	50	330	12	14	463	37	27	210	23	24	378	22	1590
04:45 PM	59	319	16	24	514	28	18	223	19	20	388	25	1653
Total	209	1259	86	91	1937	147	82	797	91	82	1538	87	6406
05:00 PM	56	307	37	16	525	41	18	186	26	18	364	22	1616
05:15 PM	38	330	45	17	628	27	9	217	29	15	365	22	1742
05:30 PM	52	326	26	17	610	29	18	204	23	13	387	19	1724
05:45 PM	72	354	25	18	598	38	19	248	15	19	402	27	1835
Total	218	1317	133	68	2361	135	64	855	93	65	1518	90	6917
06:00 PM	51	274	23	16	654	44	20	202	14	18	393	14	1723
06:15 PM	71	266	37	18	661	38	19	195	14	16	381	17	1733
06:30 PM	63	255	22	27	687	49	18	236	19	18	374	26	1794
06:45 PM	44	270	25	31	572	46	22	209	17	21	357	24	1638
Total	229	1065	107	92	2574	177	79	842	64	73	1505	81	6888
Grand Total	997	4794	550	435	12117	864	409	4649	523	384	9260	388	35370
Apprch %	15.7	75.6	8.7	3.2	90.3	6.4	7.3	83.3	9.4	3.8	92.3	3.9	
Total %	2.8	13.6	1.6	1.2	34.3	2.4	1.2	13.1	1.5	1.1	26.2	1.1	

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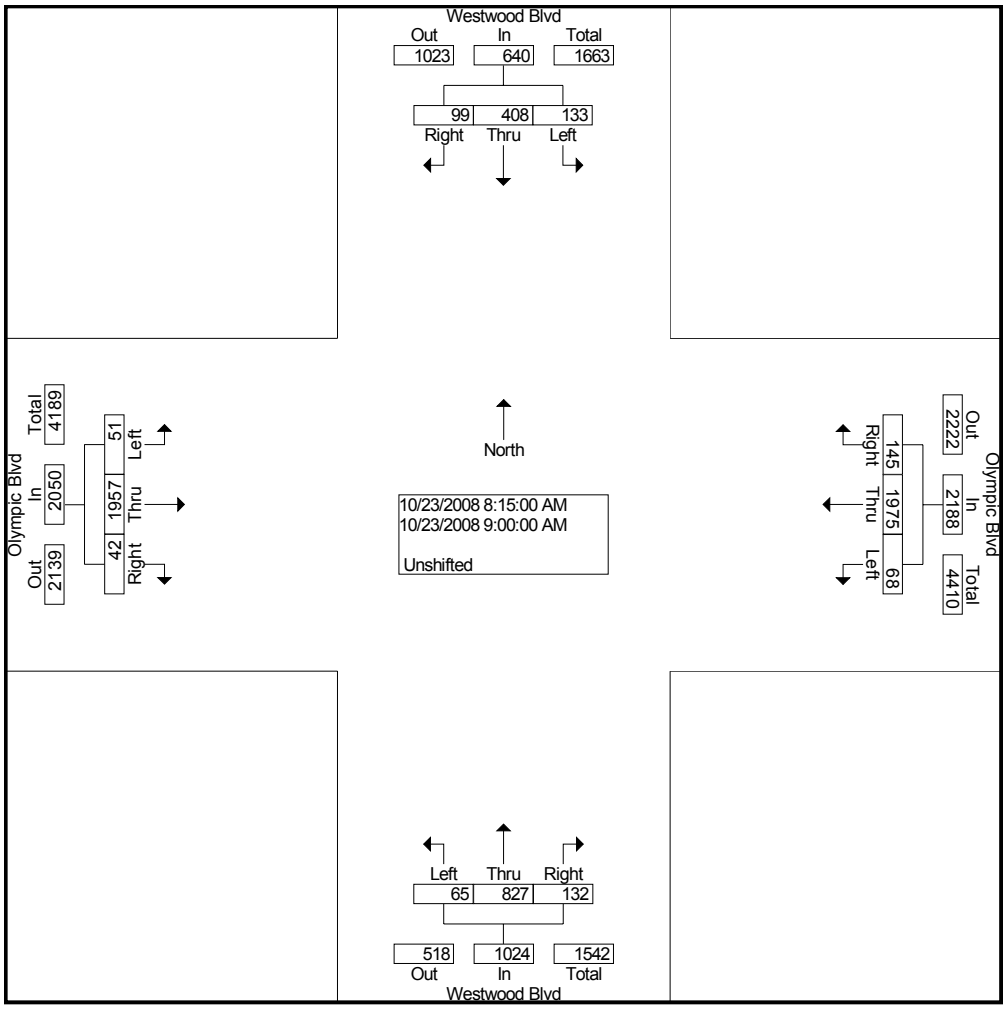
	Westwood Blvd Southbound				Olympic Blvd Westbound				Westwood Blvd Northbound				Olympic Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 01:00 PM - Peak 1 of 1																	
Intersection	08:15 AM																
Volume	133	408	99	640	68	1975	145	2188	65	827	132	1024	51	1957	42	2050	5902
Percent	20.8	63.8	15.5		3.1	90.3	6.6		6.3	80.8	12.9		2.5	95.5	2.0		
08:30 Volume	21	104	24	149	10	512	38	560	18	236	35	289	20	552	10	582	1580
Peak Factor																	0.934
High Int.	09:00 AM				08:30 AM				08:45 AM				08:30 AM				
Volume	39	110	39	188	10	512	38	560	25	222	43	290	20	552	10	582	
Peak Factor				0.851				0.977				0.883				0.881