

## **Appendix A**

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### **Notice of Preparation and Comments Received**

DEPARTMENT OF  
CITY PLANNING

200 N. SPRING STREET, ROOM 525  
LOS ANGELES, CA 90012-4801  
AND  
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April 4, 2013

**Notice of Preparation of an Environmental Impact Report  
and Public Scoping Meetings  
ENV-2013-911-EIR**

**Project Name:** Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the City of Los Angeles Mobility Element Update

**Project Location:** Citywide

**Council District:** Citywide

**Due Date for Public Comments:** May 6, 2013

The City of Los Angeles Department of City Planning (Lead Agency) will prepare an EIR for the proposed City of Los Angeles Mobility Element Update (proposed project). This NOP is being distributed to applicable responsible agencies, trustee agencies, and interested parties as required by the California Environmental Quality Act (CEQA). Comments from interested parties are requested as to the scope and content of the environmental information that is pertinent to each agency's statutory responsibilities in connection with the proposed project.

**Project Background:** The Mobility Element Update is being prepared in compliance with the 2008 Complete Streets Act (Assembly Bill 1358), which mandates that the circulation element of the General Plan be modified to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, in a manner that is suitable to the rural, suburban, or urban context of the general plan. Compliance with the Complete Streets Act is expected to result in increased options for mobility; less congestion and greenhouse gas emissions; more walkable communities; and fewer travel barriers for active transportation and those who cannot drive such as children or people with disabilities. The project will also be consistent with the Regional Transportation Plan/Sustainable Communities Strategy.

**Project Characteristics:** The Mobility Element Update will address all modes of circulation on the City's street network and the primary tasks proposed include the following:

- Policies and programs for the goals and objectives of the Mobility Element;
- An Enhanced Complete Street System, consisting of Pedestrian Enhanced Districts, Transit-Enhanced, Bicycle-Enhanced and Vehicular-Enhanced Networks, of major streets that facilitate multi-modal mobility within the transportation network;
- Guidelines and Street Standards to focus on streetscape elements and characteristics to create a multi-modal transportation system;
- Performance measurement tools for evaluating streets and future mitigation for projects affecting circulation;
- Implementation strategy identifying costs and potential funding for incorporating and maintaining a

- complete street network; and
- Maintenance of existing truck routes and scenic highways.

The following is a list of the six draft goals and policy topics for the proposed project for which policies and programs will be developed:

- **Safety First** – crashes, speed, protection, security, safety, education, and enforcement.
- **World Class Infrastructure** – design quality, street trees, maintenance, multi-modal facilities, active transportation, signal management (ATSAC), parking, bridges and system management.
- **Access for all Angelenos** – affordability, least cost transportation, land use, operations, reliability, demand management, community connections
- **Informed Choices** – real time information, open source data, transparency, monitoring, reporting, emergency response, departmental and agency cooperation,
- **Clean Environment and Healthy Communities** – environment, health, clean air, clean fuels and fleets, open street events.
- **Smart Investments** – fiscal responsibility, sustainable long-term funding, economic development, performance-based analysis, prioritization criteria.

The City of Los Angeles has over 6,500 miles of streets, 469 square miles of land, and nearly 3.8 million people. The development of a citywide Complete Streets System will outline modal enhancements for particular major streets in mode-specific enhanced networks that will improve the overall transportation system:

- Every trip, regardless of mode, includes walking, and pedestrians are the most vulnerable roadway users. **Pedestrian Enhanced Districts (PEDs)** establish areas where improvements for pedestrians are prioritized relative to other roadway users. Pedestrian Enhanced Districts may be located near schools, transit stations, areas of high pedestrian activity, areas with high collision frequency, or other placemaking opportunities. Additional pedestrian safety and enhancements, such as increasing sidewalk widths and improved pedestrian crossing and safety treatments will also be considered. Pedestrian needs are closely linked to the Transit-Enhanced Network (below) because of the conditions encountered walking to or from transit services as well as waiting at stops and stations.
- The **Bicycle-Enhanced Network (BEN)** is a 180-mile subset of the larger Citywide Bikeway System identified in the 2010 Bicycle Plan. The Bicycle-Enhanced streets will work in conjunction with existing paths and lanes to provide a low-stress network of bikeways for all types of riders. While many bicycle facilities will be implemented as envisioned by the Bicycle Master Plan, streets on the Bicycle-Enhanced Network will receive treatments beyond a regular bicycle lane or shared lane marking such as buffered lanes, cycle tracks, and intersection enhancements, and will prioritize improvements for bicyclists relative to other roadway users.
- The **Transit-Enhanced Network (TEN)** consists of 237 miles of streets that will improve existing and future bus service on a select group of arterial streets by prioritizing improvements for transit riders relative to other roadway users. The Transit-Enhanced streets aim to provide reliable and frequent transit service that is convenient and safe; increase transit mode share; reduce single-occupancy vehicle trips; and integrate transit infrastructure investments with the identity of the surrounding street. The transit technology on these streets will primarily be high-capacity buses. Bus service will be improved with infrastructure improvements in the right-of-way, signal timing and technology improvements, and stop enhancements.
- The **Vehicle-Enhanced Network (VEN)** consists of 79 miles for streets that will improve the through movement of traffic on a select group of streets by prioritizing the efficient movement of motor vehicle occupants relative to other roadway users. Enhancements include investments in intelligent transportation systems, access management and consolidation, parking restrictions and removal, improved signal timing, and turning restrictions.

In addition to the Enhanced Complete Streets System, all city streets shall serve the needs of all roadway users by accommodating pedestrians, bicyclists, motorists, movers of commercial goods, and users of public transportation, consistent with the Complete Streets Act. More detailed information on the typical

enhancements included in either a Pedestrian Enhanced District or one of the Networks (Bicycle, Transit, or Vehicle) is included below. Specific corridors included in each of the Networks are also defined below. For maps highlighting the particular street segments included in one or more of the mode specific districts and/or networks please visit [la2b.org](http://la2b.org).

**Classification of Pedestrian Enhancements:** Improvements to areas identified within a Pedestrian-Enhanced District primarily consist of infrastructure improvements within the sidewalk and street right-of-way as well as pedestrian signal timing infrastructure improvements. Pedestrian Enhancements are classified as moderate or comprehensive based on their benefits and intensity of implementation. Moderate enhancements typically include way-finding, street trees, pedestrian-scaled street lighting, enhanced crosswalks at all legs of the intersection, and automatic pedestrian signals. Comprehensive enhancements would add a reduced crossing length (bulb-outs, median pedestrian refuges), wider sidewalks (> than 15' where feasible), and specialty paving and seating areas where special maintenance funding exists. Pedestrian improvements are prioritized for implementation based upon the Assessment Analysis illustrated in the Pedestrian Enhancement District Map at [la2b.org](http://la2b.org). The analysis took into consideration population density, job density, retail/job concentrations, commercial land-use intensity, transit facility proximity/intensity, concentration of landmark destinations, intersection density, pedestrian collisions, park proximity, and school proximity. Districts with the highest index level (red) would receive the greatest priority while areas receiving the lowest index level (light blue) would receive the lowest priority. The PED Analysis map would be updated annually to reflect changes to land use and collision data.

**Classification of Bicycle Enhancements:** Improvements along the Bicycle-Enhanced Network primarily consist of right-of-way infrastructure improvements, signal timing infrastructure improvements, and end of trip facilities. Bicycle enhancements are classified as moderate or comprehensive based on their benefits and intensity of implementation. Moderate enhancements typically include buffered bicycle lanes that do not require intersection signalization for bicycles or turning-movement restrictions for motor vehicles. Comprehensive enhancements include cycle tracks that offer an increased degree of separation between bicyclists and the adjacent travel lanes; in addition, cycle tracks would likely implement signalization for bicycles and turning-movement restrictions for motor vehicles.

In addition to standard wayfinding and street markings, the Backbone Network streets selected for enhancements may receive a selection of treatments listed below:

- Wide Bicycle Lane with Additional Pavement Markings (9.1 TDH),<sup>1</sup>
- Raised Bicycle Lanes (9.12 TDH); or
- Cycle Tracks-Protected Bicycle Lanes (9.13 TDH).

These treatments are explained in further detail in the 2010 Bicycle Plan's Technical Design Handbook (TDH), except where noted.

An assortment of additional treatments could include:

- Colored Bicycle Lanes in Conflict Areas (9.6 TDH);
- Colored Bicycle Lanes at Interchanges (9.7 TDH);
- Bicycle Box (9.8 or 9.11 TDH);
- Two Stage Turn Queue Boxes (NACTO).<sup>2</sup>

The Neighborhood Network streets selected for enhancements would be designed to a "Bicycle Friendly Street Level 5" designation, which could include:

- Mini-roundabouts (4.6 TDH);
- Stop Signs on Cross-Streets (4.7 TDH);
- Curb Bulbouts and High-Visibility Crosswalks (4.8 TDH);
- Diagonal Diverter (4.9 TDH);
- Bicycle Signals at Major Intersection Crossings (4.10 TDH);
- Crossing Islands (4.11 TDH); or
- Bicycle Only Left Turn Pocket (9.4 TDH).

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<sup>1</sup> Los Angeles Department of City Planning (March 1, 2011). *2010 Bicycle Plan Technical Design Handbook*. Available: [http://clkrep.lacity.org/online/docs/2010/10-2385-S2\\_MISC\\_07-11-11.pdf](http://clkrep.lacity.org/online/docs/2010/10-2385-S2_MISC_07-11-11.pdf)

<sup>2</sup> National Association of City Transportation Officials (September, 2012). *Urban Bikeway Design Guide, Second Edition*.

*Bicycle-Enhanced Network Corridors*

**Atwater Village to Downtown**, via Fletcher Drive, Glendale Boulevard, and Second Street

**Brentwood to Venice**, via San Vicente Boulevard and Barrington Avenue

**Chatsworth to Arleta**, via Devonshire Street and Arleta Avenue

**Coastal Bike Path to Marina Bike Path**, via Washington Boulevard

**Downtown Los Angeles**, via Figueroa and Flower Streets Couplet, Spring and Main Streets Couplet, and Seventh Street, Grand Avenue and Olive Street Couplet

**Downtown Los Angeles to Northeast Los Angeles**, via Main Street, Alameda Street, Spring Street, Avenue 19

**Expo Connector (Motor Avenue to National Boulevard)**, via National Boulevard, National Place

**Hollywood to El Sereno**, via Hollywood Boulevard, Sunset Boulevard, Cesar Chavez Avenue, Mission Road, and Huntington Drive

**Hollywood to West Adams**, via Martel Avenue and Hauser Boulevard

**Los Feliz to Harbor Gateway**, via Edgemont Avenue, Melrose Avenue, Heliotrope Drive, Rosewood Avenue, New Hampshire Avenue, James M Wood Boulevard, Catalina Street, San Marino Street, Berendo Street, Twelfth Street, Catalina Street, Fifteenth Street, Berendo Street, Catalina Street, Budlong Avenue, 36th Place, Catalina Street, Budlong Avenue, 60th Place, Vermont Avenue, 190<sup>th</sup> Street, Western Avenue, Anaheim Street, Gaffey Street, Figueroa Street, and Pacific Avenue

**Mid City Connection**, via San Vicente Boulevard

**Northeast Los Angeles**, via Colorado Boulevard, Figueroa Street, Cypress Avenue, and Eagle Rock Boulevard

**Northeast Valley to Sherman Oaks**, via Van Nuys Boulevard

**Porter Ranch to Tarzana**, via Reseda Boulevard

**Sun Valley to North Hollywood**, via Lankershim Boulevard

**Venice to Downtown Los Angeles**, via Venice Boulevard, 4th Avenue, Country Club Drive, St. Andrews Place, Eleventh Street, and Chick Hearn Court

**West Adams to Vernon Central**, via Rodeo Road and Martin Luther King Jr. Boulevard

**Westchester to South Los Angeles**, via Manchester Avenue

**West Hills to Sun Valley**, via Sherman Way

**Westwood to West Los Angeles**, via Westwood Boulevard

**Classification of Transit Enhancements:** Transit enhancements are classified as moderate, moderate plus or comprehensive based on their benefits and intensity of implementation. Moderate enhancements typically include stop enhancements and increased service, with transit vehicles continuing to operate in mixed traffic. Moderate plus enhancements include an exclusive lane during the peak period only, while comprehensive enhancements typically include transit vehicles operating in an all-day exclusive lane. Additional characteristics of the transit enhanced network are provided in Table 1.

**Table 1: Transit-Enhanced Network Features**

	Moderate	Moderate Plus	Comprehensive
<b>Service</b>			
Off-board fare collection	Majority of stations on the route	Majority of stations on the route	Majority of stations on the route
Peak Hour Frequency	7-10 min – all routes combined	5-7 min – all routes combined	< 3 min – all routes combined
Off-Peak Frequency	12-15 min – all routes combined	10-12 min – all routes combined	< 8 min – all routes combined
Hours of Operation	Late Night and Weekend service required	Late Night and Weekend service required	Late Night and Weekend service required

	Moderate	Moderate Plus	Comprehensive
<b>Service</b>			
<b>Infrastructure</b>			
Alignment	Mixed flow curb adjacent lane	Curb adjacent exclusive part-time (peak period) lane	Two-way Center Running or curb adjacent exclusive corridor OR Physically Protected or Separate ROW (e.g., Orange Line)
Priority Treatments at Intersections	Signal Priority across the majority of Busway intersections	Signal Priority and Turn Prohibitions across the majority of Busway intersections	Signal Priority and Turn Prohibitions across the majority of Busway intersections
Passing Lanes at Stations			Majority of stations
Clean Fuels	Includes use of clean fuels	Includes use of clean fuels	Includes use of clean fuels
<b>Station Design</b>			
Level Boarding		Majority of stations and vehicles	Majority of stations and vehicles
<b>Station Design</b>			
Safe and Comfortable	Protected at majority of stations, e.g., shade, benches, lighting	Protected at majority of stations, e.g., shade, benches, lighting	Protected at majority of stations, e.g., shade, benches, lighting
Multiple Door Boarding		2+ doors on majority of buses	2+ doors on majority of buses
Enclosed Stations			Sliding Doors and multiple doors at high ridership locations (85th percentile)
<b>Information and Quality</b>			
Branding	All buses, routes, signs and stations provide unifying brand elements	All buses, routes, signs and stations provide unifying brand elements	All buses, routes, signs and stations provide unifying brand elements
Passenger Information	Real time passenger information provided at stations, on vehicles, and via internet	Real time passenger information provided at stations, on vehicles, and via internet	Real time passenger information provided at stations, on vehicles, and via internet
<b>Interconnectivity</b>			
Intermodal Connections	Integrated with physical design, fare payment, and information systems at intermodal hubs	Integrated with physical design, fare payment, and information systems at intermodal hubs	Integrated with physical design, fare payment, and information systems at intermodal hubs
Universal Access	Full accessibility at stations and on all vehicles	Full accessibility at stations and on all vehicles	Full accessibility at stations and on all vehicles
Pedestrian Access	Safe crossings within 300' of station at all locations	Safe crossings within 300' of station at all locations	Safe crossings within 300' of station at all locations
Secure Bicycle Parking	Bicycle racks or lockers within 300' of all stations	Bicycle racks or lockers within 300' of all stations	Bicycle racks or lockers within 300' of all stations
Bicycle Sharing		Bicycle sharing at majority of stations	Bicycle sharing at majority of stations

*Transit-Enhanced Network Corridors*

**Alvarado Street / Hoover Street**, from Sunset Boulevard to Venice Boulevard

**Beverly Boulevard / 1st Street**, from Fairfax Avenue to Alameda Street

**Broadway Avenue**, from near Los Angeles State Historic Park to Harbor Freeway Metro Green Line Station

**Central Avenue**, from 1st Street to Vernon Avenue

**Crenshaw Boulevard**, from Wilshire Boulevard to Florence Avenue

**Fairfax Avenue**, from Hollywood Boulevard to La Cienega Boulevard

**Florence Avenue**, from West Boulevard to Florence Metro Blue Line Station

**Hollywood Boulevard**, from Fairfax Avenue to Highland Avenue

**La Brea Avenue**, from Hollywood Boulevard to Rodeo Road

**La Cienega Boulevard**, from Santa Monica Boulevard to Metro Expo Line Station

**Lincoln Boulevard**, from City of Santa Monica limit to Sepulveda Boulevard

**Martin Luther King Jr. Boulevard**, from Rodeo Road to Central Avenue

**Pico Boulevard**, from City of Santa Monica limit to San Vicente Boulevard

**Reseda Boulevard**, from Ventura Boulevard to Nordhoff Street

**Roscoe Boulevard**, from Topanga Canyon Boulevard to Van Nuys Boulevard

**Santa Monica Boulevard**, from City of Santa Monica limit to Sunset Boulevard

**Sunset Boulevard, Cesar Chavez Avenue, Mission Road, and Huntington Drive**, from Santa Monica Boulevard to City of Alhambra limit

**Sepulveda Boulevard / 405 Freeway**, from Metro's Aviation/LAX Station to Metro Orange Line

**6th Street / 5th Street One Way Couplet**, from Valencia Street to Central Avenue

**6th Street**, from Valencia Street to Soto Street

**San Fernando Boulevard**, from Hubbard Street to Van Nuys Boulevard

**San Pedro Street**, from 1st Street to Martin Luther King Jr. Boulevard

**Slauson Avenue**, from Crenshaw Boulevard to Metro Blue Line

**Soto Street**, from Whittier Boulevard to Huntington Drive

**Third Street**, from La Cienega Boulevard to Bixel Street

**Van Nuys Boulevard**, from North of Foothill Boulevard to Ventura Boulevard

**Venice Boulevard**, from Lincoln Boulevard to Broadway Avenue

**Ventura Boulevard**, from Lankershim Boulevard to Topanga Canyon Boulevard

**Vermont Avenue**, from Hollywood Boulevard to Metro Green Line Station

**Vernon Avenue**, from Crenshaw Boulevard to Metro Blue Line Station

**Western Avenue**, from Santa Monica Boulevard to Florence Avenue

**Westwood Boulevard**, from UCLA to Metro Expo Line Station

**Wilshire Boulevard**, from City of Santa Monica limit to Valencia Street

**Classification of Vehicular Enhancements:** Vehicular enhancements are classified as moderate or comprehensive based on their benefits and intensity of implementation. Moderate enhancements typically include technology enhancements and peak hour restrictions for parking and turning movements. Comprehensive enhancements include access management, all-day lane conversions of parking, and all-day turning movement restrictions or permanent access control. Additional characteristics of the vehicle enhanced network are provided in Table 2.

**Table 2: Vehicle-Enhanced Network Features**

	Moderate	Comprehensive
<b>Parking</b>		
Peak Period Restrictions	uniform peak period parking restrictions	uniform peak period parking restrictions
Parking Lane Conversion	added travel lanes through peak period parking restrictions	added travel lanes through peak period parking restrictions
Parking Removal		strategic removal of on-street parking for added full-time lanes; may also need to provide centralized off-street parking program
Management	expand ExpressPark to parking meter districts to minimize "cruising" for parking	expand ExpressPark to parking meter districts to minimize "cruising" for parking
<b>Access Management</b>		
Medians		install raised median (reduces left-turns in and out of driveways and or minor streets)
Access Consolidation	consolidate driveways; for new developments, restrict driveways where side street or alley access is available	consolidate driveways; for new developments, restrict driveways where side street or alley access is available
<b>Capacity/Flow</b>		
Intersection Treatments	strategically install roundabouts	strategically install roundabouts
	install left-turn arrows at intersections of major/major	install left-turn arrows at intersections of major/major
Turn Restrictions	restrict turns at strategic intersections	restrict turns at strategic intersections
Technology	provide directional signal priority	provide directional signal priority
	upgrade all traffic signals to the Adaptive Traffic Control System (ATCS)	upgrade all traffic signals to the Adaptive Traffic Control System (ATCS)
	implement event and incident management strategies; install dynamic roadside signs to alert drivers of conditions	implement event and incident management strategies; install dynamic roadside signs to alert drivers of conditions
Lane Conversions		install reversible lanes

*Vehicle-Enhanced Network Corridors*

- Alameda Street**, from 101 Freeway to 10 Freeway
- Balboa Boulevard**, from 5 Freeway to 101 Freeway
- Highland Boulevard**, from 101 Freeway to Sunset Boulevard
- La Cienega Boulevard**, from Olympic Boulevard to 405 Freeway
- Nordhoff Street / Osborne St**, from Topanga Canyon Boulevard to 5 Freeway
- Olympic Boulevard**, from 405 Freeway to 110 Freeway
- San Fernando Road**, from City of Glendale Boundary to 5 Freeway
- Slauson Ave**, from La Cienega Boulevard to Central Avenue
- Sunset Boulevard**, from 405 Freeway to 101 Freeway
- Topanga Canyon Boulevard**, from 118 Freeway to Ventura Boulevard
- Victory Boulevard**, from Topanga Canyon Boulevard to 170 Freeway



**Project List:** In addition to the Draft Plan Enhanced Network improvements, the Mobility Element Update also considers proposed and programmed projects from the Los Angeles County Metropolitan Transportation Authority's (Metro) Congestion Mitigation Fee (CMF) program and Call for Projects (CFP), the Southern California Association of Governments' Regional Transportation Plan (SCAG RTP), and the City of Los Angeles' Street and Transportation Projects Oversight Committee (STPOC). The Project List includes projects beyond the Transit, Bicycle, and Vehicle-Enhanced Networks, such as pedestrian access enhancements and the installation of mobility hubs at Metro Rail stations, complete street enhancements, and other automobile-, transit-, goods movement-, bicycle-, and pedestrian-related projects throughout the City.

**Mobility Element Scenarios:** Two scenarios for the Mobility Plan Update will be evaluated as alternatives in the EIR. These scenarios have been defined based on their potential to satisfy project objectives and reduce or eliminate significant environmental impacts associated with the proposed project.

- **Scenario 1** evaluates a package of enhancements that advances the Mobility Element's goals and is considered to be reasonably achievable within the Mobility Element's time horizon. This scenario includes primarily moderate enhancements from the Transit, Bicycle, and Vehicle-Enhanced Networks. Comprehensive enhancements that would require more extensive modifications to the existing streetscape are included only on a select set of key corridors. Scenario 1 also includes the majority of the Project List projects and excludes only the most costly or difficult-to-implement projects.

- **Scenario 2** includes a more comprehensive package of enhancements that, if implemented, have the greatest potential to achieve the Mobility Element's goals, but also have the potential for higher cost and difficulty of implementation. This scenario includes primarily comprehensive enhancements from the Transit, Bicycle, and Vehicle-Enhanced Networks; more moderate enhancements are assumed in some corridors where a comprehensive enhancement would be inappropriate or impractical. Scenario 2 also includes a comprehensive set of projects from the Project List.

**Performance Metrics:** The City relies on a street classification system to sort streets into classes based on their intended function. Under current policies, streets default to enhancement for automobiles, as performance is measured by vehicle throughput and congestion. Those traveling by public transit, foot, or bicycle are not included in the calculations for congestion and traffic impacts. One way to improve the multi-modal functionality of the system is to change the way the performance of the transportation system is measured. Shifting the metrics away from vehicle delay to alternatives such as increased person throughput, improved accessibility to high-capacity transit and high-quality bicycle facilities, reduced vehicle miles of travel (VMT), reduced GHG emissions, and changes to mode choice might better account for the needs of all roadway users. The Mobility Element will refine the existing performance tools to account for the desired Mobility Element outcomes associated with a multi-modal transportation system.

**Implementation:** The Mobility Element will be implemented in a series of programs and projects that will help achieve the goals identified above. The City's transportation infrastructure needs can be categorized into capital improvements, operations and maintenance. The implementation of each program or project is contingent on the availability of funding and adequate staff resources.

**Issues to be addressed in the EIR:** No initial study has been prepared for the project. Based on the project description and the Lead Agency's understanding of the environmental issues associated with the proposed project, the following topics have tentatively been identified to be analyzed in detail in the EIR:

- Air Quality
- Land Use and Planning
- Noise and Vibration
- Traffic, Parking, and Safety

**Submittal of Written Comments:** The Lead Agency solicits comments regarding the scope, content and specificity of the EIR from all interested parties requesting notice, responsible agencies, agencies with

jurisdiction by law, trustee agencies, and involved agencies. Please send your written/typed comments (including a name, telephone number, and contact information) to:

My La  
Department of City Planning  
200 N. Spring Street  
Room 667, MS 395  
Los Angeles, CA 90012  
Phone: (213) 978-1194  
E-Mail: [my.la@lacity.org](mailto:my.la@lacity.org)

Because of time limits mandated by State law, written comments must be provided to the City of Los Angeles at the earliest possible date, but no later than 5:00 PM on May 6th

**Notice of Scoping Meeting:** Pursuant to California Public Resources Code §§21081.7, 21083.9, and 21092.2, the Lead Agency will conduct two public scoping meetings for the purpose of soliciting oral and written comments from interested parties, responsible agencies, agencies with jurisdiction by law, trustee agencies, and involved federal agencies, as to the appropriate scope and content of the EIR.

All interested parties are invited to attend a scoping meeting to assist in identifying issues to be addressed in the EIR. The scoping meetings will include a brief presentation of the projects to be addressed in the EIR and will provide attendees with an opportunity to provide input to the scope of the EIR. The information presented at the two scoping meetings will be identical. Scoping meetings will be held as follows:

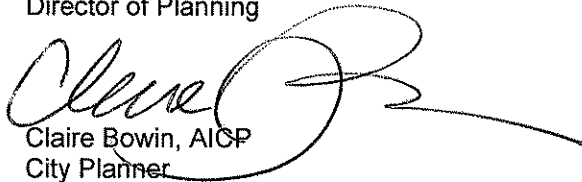
April 16, 2013, 5:30 to 7:30 PM  
Caltrans District 7 Building, Room 01.040 A, B, and C  
100 S. Main St.  
Los Angeles, CA 90012

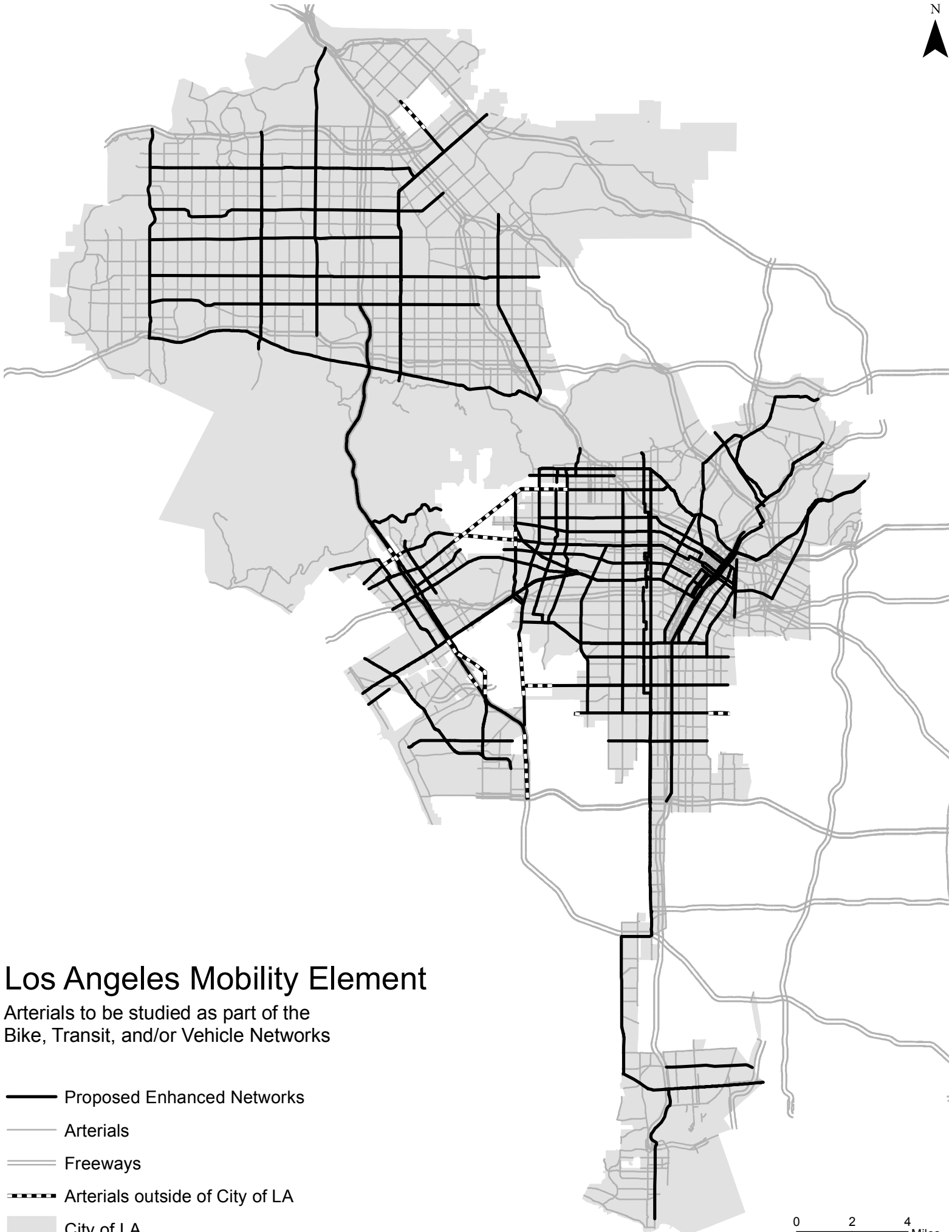
April 22, 2013, 5:30 to 7:30 PM  
North Hollywood Library,  
5211 Tujunga Avenue  
North Hollywood, CA 91601

Translation in other languages can be made available at both meetings upon request. Please submit translation requests at least three business days (72 hours) in advance of each scheduled meeting to [my.la@lacity.org](mailto:my.la@lacity.org).

For additional information, please contact My La at (213) 978-1194

Michael J. LoGrande  
Director of Planning

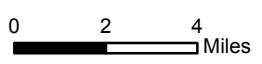
  
Claire Bowin, AICP  
City Planner

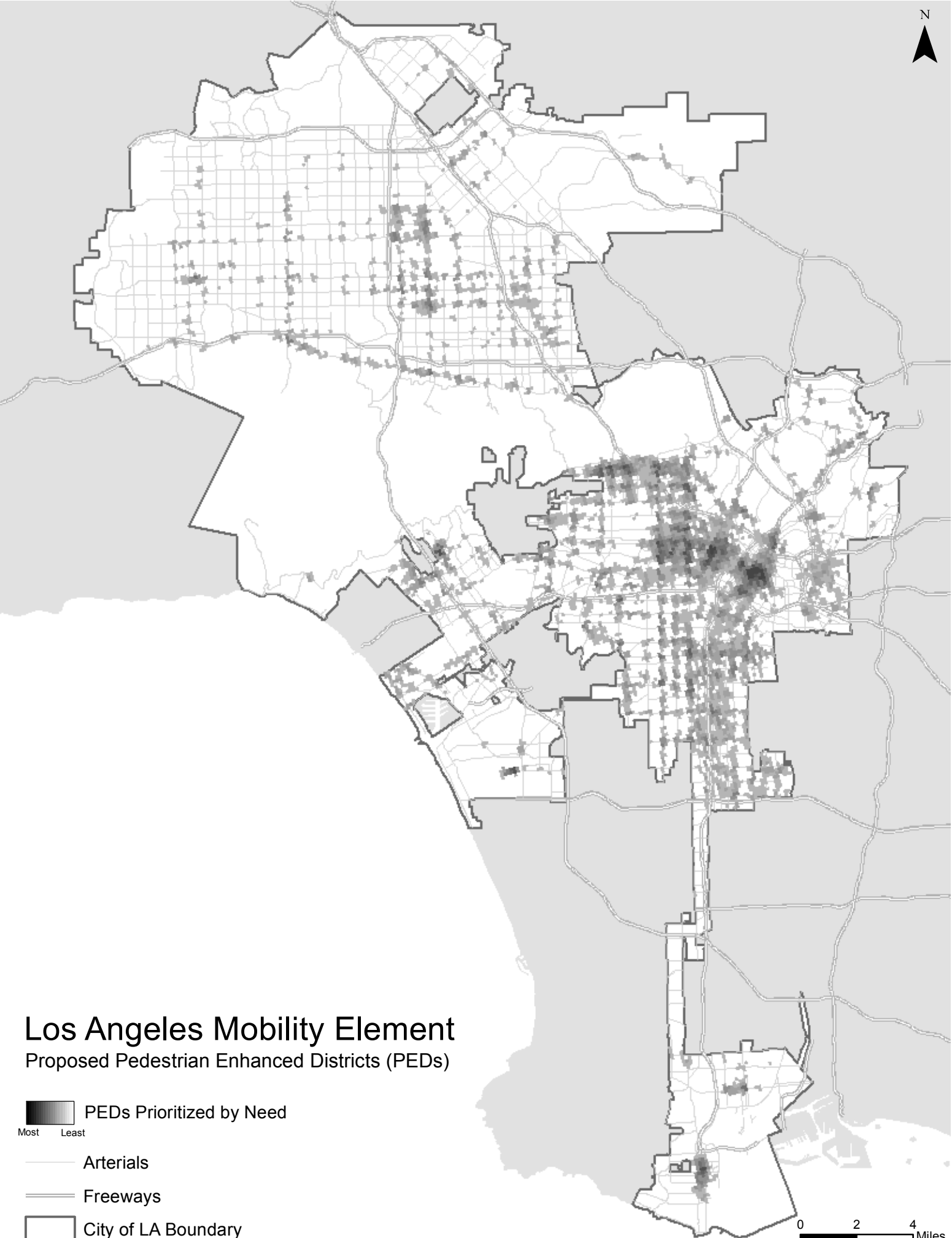


# Los Angeles Mobility Element

Arterials to be studied as part of the Bike, Transit, and/or Vehicle Networks


- Proposed Enhanced Networks
- Arterials
- == Freeways
- - - Arterials outside of City of LA
- City of LA






# Los Angeles Mobility Element

## Proposed Pedestrian Enhanced Districts (PEDs)

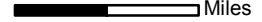
 PEDs Prioritized by Need  
Most      Least

 Arterials

 Freeways

 City of LA Boundary

0      2      4 Miles



**NATIVE AMERICAN HERITAGE COMMISSION**

915 CAPITOL MALL, ROOM 364  
SACRAMENTO, CA 95814  
(916) 653-6251  
(916) 657-5390 - FAX

April 8, 2013

Ms. My La, Project Planner

**City of Los Angeles City Planning Department**

200 North Spring Street, Room 667, MS395  
Los Angeles, CA 90012

RE: SCH# 20113041012 CEQA Notice of Preparation (NOP) draft Environmental Impact Report (DEIR) for the **Mobility Element Update Project**; located City-wide; City of Los Angeles; Los Angeles County, California

Dear Ms. Ma La:

The Native American Heritage Commission (NAHC) has reviewed the CEQA Notice regarding the above referenced project. In the 1985 Appellate Court decision (170 Cal App 3<sup>rd</sup> 604), the court held that the NAHC has jurisdiction and special expertise, as a state agency, over affected Native American resources impacted by proposed projects, including archaeological places of religious significance to Native Americans, and to Native American burial sites.

The California Environmental Quality Act (CEQA) states that any project that causes a substantial adverse change in the significance of an historical resources, which includes archeological resources, is a significant effect requiring the preparation of an EIR (CEQA guidelines 15064(b)). To adequately comply with this provision and mitigate project-related impacts on archaeological resources, the Commission recommends the following actions be required:

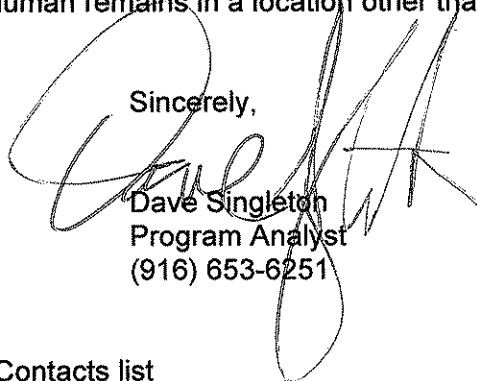
Contact the appropriate Information Center for a record search to determine :If a part or all of the area of project effect (APE) has been previously surveyed for cultural places(s), The NAHC recommends that known traditional cultural resources recorded on or adjacent to the APE be listed in the draft Environmental Impact Report.

If an additional archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey. We suggest that this be coordinated with the NAHC, if possible. The final report containing site forms, site significance, and mitigation measurers should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure pursuant to California Government Code Section 6254.10. Contact has been made to the Native American Heritage Commission for :a Sacred Lands File Check. A list of appropriate Native American Contacts for consultation concerning the project site has been provided and is attached to this letter to determine

if the proposed active might impinge on any cultural resources. Lack of surface evidence of archeological resources does not preclude their subsurface existence.

Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5(f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities. Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans. Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, CEQA §15064.5(e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

Sincerely,



Dave Singleton  
Program Analyst  
(916) 653-6251

CC: State Clearinghouse

Attachment: Native American Contacts list

\_\_\_\_\_

**Native American Contacts  
Los Angeles County  
April 8, 2013**

LA City/County Native American Indian Comm  
Ron Andrade, Director  
3175 West 6th St, Rm. 403  
Los Angeles , CA 90020  
randrade@css.lacounty.gov  
(213) 351-5324  
(213) 386-3995 FAX

Ti'At Society/Inter-Tribal Council of Pimu  
Cindi M. Alvitre, Chairwoman-Manisar  
3094 Mace Avenue, Apt. B Gabrielino  
Costa Mesa, , CA 92626  
calvitre@yahoo.com  
(714) 504-2468 Cell

Tongva Ancestral Territorial Tribal Nation  
John Tommy Rosas, Tribal Admin.  
Private Address Gabrielino Tongva  
**tattnlaw@gmail.com**  
310-570-6567

Gabrieleno/Tongva San Gabriel Band of Mission  
Anthony Morales, Chairperson  
PO Box 693 Gabrielino Tongva  
San Gabriel , CA 91778  
GTTribalcouncil@aol.com  
(626) 286-1632  
(626) 286-1758 - Home  
(626) 286-1262 -FAX

Gabrielino Tongva Nation  
Sam Dunlap, Cultural Resources Director  
P.O. Box 86908 Gabrielino Tongva  
Los Angeles , CA 90086  
samdunlap@earthlink.net  
  
(909) 262-9351 - cell

Gabrielino Tongva Indians of California Tribal Council  
Robert F. Dorame, Tribal Chair/Cultural Resources  
P.O. Box 490 Gabrielino Tongva  
Bellflower , CA 90707  
**gtongva@verizon.net**  
562-761-6417 - voice  
562-761-6417- fax

Gabrielino-Tongva Tribe  
Bernie Acuna, Co-Chairperson  
P.O. Box 180 Gabrielino  
Bonsall , CA 92003  
(619) 294-6660-work  
(310) 428-5690 - cell  
(760) 636-0854- FAX  
bacuna1@gabrieinotribe.org

Gabrielino-Tongva Tribe  
Linda Candelaria, Co-Chairperson  
P.O. Box 180 Gabrielino  
Bonsall , CA 92003  
palmsprings9@yahoo.com  
626-676-1184- cell  
(760) 636-0854 - FAX

**This list is current only as of the date of this document.**

**Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.**

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2013041012; CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the Mobility Element Update Project; located City-wide; City of Los Angeles; Los Angeles County, California.

**Native American Contacts  
Los Angeles County  
April 8, 2013**

Gabrieleno Band of Mission Indians  
Andrew Salas, Chairperson  
P.O. Box 393                      Gabrielino  
Covina                      , CA 91723  
(626) 926-4131  
gabrielenoindians@yahoo.  
com

Gabrielino-Tongva Tribe  
Conrad Acuna,  
P.O. Box 180                      Gabrielino  
Bonsall                      , CA 92003

760-636-0854 - FAX

**This list is current only as of the date of this document.**

**Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.**

**This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2013041012; CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the Mobility Element Update Project; located City-wide; City of Los Angeles; Los Angeles County, California.**



## PUBLIC UTILITIES COMMISSION

320 WEST 4TH STREET, SUITE 500  
LOS ANGELES, CA 90013  
(213) 576-7083



April 10, 2013

My La  
City of Los Angeles  
200 N Spring Street, Room 667  
Los Angeles, CA 90012

Dear Ms. La:

Re: SCH 2013041012 Mobility Element Update NOP

The California Public Utilities Commission (Commission) has jurisdiction over the safety of highway-rail crossings (crossings) in California. The California Public Utilities Code requires Commission approval for the construction or alteration of crossings and grants the Commission exclusive power on the design, alteration, and closure of crossings in California. The Commission Rail Crossings Engineering Section (RCES) is in receipt of the *Notice of Preparation (NOP)* for the proposed City of Los Angeles (City) Mobility Element Update Project.

The project site area includes numerous active railroad tracks. RCES recommends that the City add language to the Mobility Element Update so that any future development adjacent to or near the railroad/light rail right-of-way (ROW) is planned with the safety of the rail corridor in mind. The Mobility Element Update includes pedestrian-, transit-, bicycle- and vehicle-enhanced networks of major streets. New network developments may increase traffic volumes not only on streets and at intersections, but also at at-grade crossings. This includes considering pedestrian circulation patterns or destinations with respect to railroad ROW and compliance with the Americans with Disabilities Act. Mitigation measures to consider include, but are not limited to, the planning for grade separations for major thoroughfares, improvements to existing at-grade crossings due to increase in traffic volumes and continuous vandal resistant fencing or other appropriate barriers to limit the access of trespassers onto the railroad ROW.

If you have any questions in this matter, please contact me at (213) 576-7076, [ykc@cpuc.ca.gov](mailto:ykc@cpuc.ca.gov).

Sincerely,

A handwritten signature in blue ink, appearing to read "Ken Chiang".

Ken Chiang, P.E.  
Utilities Engineer  
Rail Crossings Engineering Section  
Safety and Enforcement Division

C: State Clearinghouse



May 6, 2013

My La  
Department of City Planning  
200 N Spring St  
Room 667, MS 395  
City of Los Angeles, CA 90012  
my.la@lacity.org

*Sent via email and mail*

RE: Notice of Preparation of an Environmental Impact Report  
for the City of Los Angeles Mobility Element Update  
ENV-2013-911-EIR

Dear My La:

Thank you for this opportunity to comment on the upcoming draft Environmental Impact Report (EIR) that is to be completed for the City of Los Angeles Mobility Element Update (ENV-2013-911-EIR) – “Update”. Included in this letter is a list of issues the City of Beverly Hills (“City”) would like studied in the report. It is our understanding that the Update is consistent with AB 1358 (Complete Streets Act, 2008) and proposes to build out certain corridors to focus on specific modes of transportation. The Update establishes goals, objectives, policies and programs for all forms of mobility. The proposed goals in the Update are:

- **Safety First** – crashes, speed, protection, security, safety, education, and enforcement
- **World Class Infrastructure** – design quality, street trees, maintenance, multi-modal facilities, active transportation, signal management (ATSAC), parking, bridges, and system management.
- **Access for all Angelenos** – affordability, least cost transportation, land use, operations, reliability, demand management, and community connections.

- **Informed Choices** – real time information, open source data, transparency, monitoring, reporting, emergency response, and department and agency cooperation.
- **Clean Environment and Healthy Communities** – environment, health, clean air, clean fuels and fleets, open street events.
- **Smart Investments** – fiscal responsibility, sustainable long-term funding, economic development, performance-based analysis, prioritization criteria.

Further, the plan includes changes to corridors to achieve the goals in the Update. These changes may be planned for corridors near the City of Beverly Hills, including the following corridors:

- Bicycle-Enhanced Network Corridors
  - San Vicente (Mid City Connection)
- Transit-Enhanced Network Corridors
  - La Cienega Boulevard
  - Pico Boulevard
  - Santa Monica Boulevard
  - Sunset Boulevard
  - Third Street
  - Wilshire Boulevard
- Vehicle-Enhanced Network Corridors
  - La Cienega Boulevard
  - Olympic Boulevard
  - Sunset Boulevard

The redesign and reconstruction of street corridors to meet standards in the Update has the potential to change vehicular, transit, and bicycle flows (together “mobility flows”), and these changes could conflict with the current and future-planned mobility flows in neighboring jurisdictions through which a particular street corridor identified in the plan travels. As such, and because reconstructing existing street corridors in the City of Los Angeles to meet complete streets standards is not well understood from a California Environmental Quality Act (CEQA) perspective, the City of Beverly Hills requests that the environmental impact analysis conducted and presented in the draft EIR include the following categories of impacts:

- |                                   |                           |
|-----------------------------------|---------------------------|
| • Aesthetics                      | • Land Use and Planning   |
| • Air Quality                     | • Noise                   |
| • Hazards and Hazardous Materials | • Traffic and Circulation |

In addition, when conducting the traffic analysis for street corridors near the City, or that run through the City, please analyze potential changes to traffic patterns at intersections and on street segments within areas adjacent to any would-be enhanced corridor. This analysis should be considered as the minimum amount of analysis to estimate potential traffic impacts from the Update. Based on results in the upcoming draft EIR, the City may request that additional streets be studied. Please conduct the analysis using City of Beverly Hills thresholds and methodology. The City's methodology and thresholds of significant impact criteria are available from our Transportation Division which can be reached by calling (310) 285-2556 or E-mailing Bijan Vaziri at [bvaziri@beverlyhills.org](mailto:bvaziri@beverlyhills.org).

Thank you again for this opportunity to provide input on the environmental review for the Update. Please list me as primary contact for the City of Beverly Hills, and place my name on the Update's list of interested parties to receive copies of all notices issued regarding. Please also provide a copy of any notice of determination that may be filed with respect to the Update, pursuant to the provisions of Public Resources Code Section 21197 (f).

If you have any questions regarding this letter, please contact me at (310) 285-1127 or by email at [pnoonan@beverlyhills.org](mailto:pnoonan@beverlyhills.org).

Sincerely,



PETER NOONAN, AICP CEP  
Senior Planner, Community Development

cc: Jeff Kolin, City Manager  
Susan Healy Keene, AICP, Director of Community Development  
Jonathan Lait, AICP, City Planner  
Mahdi Aluzri, AICP, Acting Director of Public Works  
Aaron Kunz, AICP, Deputy Director of Public Works - Transportation

May 6, 2013

My La  
Department of City Planning  
200 N. Spring Street  
Room 667, MS 395  
Los Angeles, CA 90012

**Re: Notice of Preparation of an Environmental Impact Report (EIR) and Public Scoping Meetings for the City of Los Angeles Mobility Element Update**

Dear Mr. Lo Grande and Ms. Bowin:

The City of Glendale Community Development Department appreciates this opportunity to comment on the above referenced project, relative to impacts within in the City of Glendale. We have reviewed the Notice of Preparation and would like to provide the following comments.

1. The City of Glendale adopted a Bicycle Transportation Plan in August 2012. The Plan, which includes a map of routes can be found online at: [http://www.ci.glendale.ca.us/public\\_works/GlendaleBicycleMasterPlan.aspx](http://www.ci.glendale.ca.us/public_works/GlendaleBicycleMasterPlan.aspx). The Draft EIR should include a discussion of the following streets on the City of Glendale bicycle network to ensure proper connections on bikeways and selection of bicycle-priority streets from Los Angeles to Glendale, including:
  - a. Foothill Boulevard eastbound from Tujunga into Glendale. Glendale has declared Foothill Boulevard a "bicycle priority street" per the adopted North Glendale Community Plan which can be found online at: <http://www.ci.glendale.ca.us/planning/NorthGlendaleCommunityPlan.asp>. The County of Los Angeles (La Crescenta) has also installed bicycle lanes on Foothill Boulevard. The City of La Canada Flintridge is also exploring connections from Foothill Boulevard in La Canada Flintridge to the City of Pasadena City Limits.
  - b. Colorado Street westbound from Eagle Rock into Glendale. In the City of Glendale City Limits, Colorado Street connects directly into Broadway, a principal east-west bicycle route as well as the Riverdale Avenue – Maple Street greenway. Colorado Street is currently listed as part of the City of Los Angeles Bicycle-Enhanced network but stops at Figueroa Street, slightly east of the City of Glendale border.
  - c. Verdugo Road northbound from Glassell Park into Glendale/La Crescenta. The City of Glendale Bicycle Transportation Plan has selected Verdugo Road as Glendale's principal north-south bicycle route in the City, with the City of Glendale planning bicycle infrastructure on Verdugo Road from the southern edge of Glendale City



Limits (bordering Glassell Park) to the northern edge of Glendale bordering the County of Los Angeles portion of La Crescenta and City of La Canada Flintridge.

2. The City of Glendale is exploring opportunities through zoning, land use and urban design revisions to make the area around the Glendale Metrolink Station friendlier towards transit-oriented development. Given the proximity of the station to the Atwater Village commercial areas off Los Feliz Boulevard and Glendale Boulevard, the Draft EIR should include a discussion of potential impacts to the Glendale Metrolink Station.
3. The City of Glendale intends to identify streets containing bus routes 780, 180, and 181 as part of Glendale's transit-priority street network as it develops the South Glendale Community Plan. The Draft EIR should include a discussion of potential impacts to these lines.
4. Phase III of its Glendale Narrows Riverwalk Project, which can be found online at: <http://www.ci.glendale.ca.us/parks/GlendaleNarrowsRiverwalk.aspx> would connect the multi-use Glendale Narrows Riverwalk Path to the Los Angeles River Bicycle Path and Griffith Park through bridge connections over the Los Angeles River and 5 Freeway. The Draft EIR should include a discussion of potential impacts to the proposed connections.

In addition to an e-mailed copy of this letter, the City of Glendale has also submitted a signed hard copy and will be mailing it to the above referenced address which you will receive in a few days. If you have any comments or questions regarding this letter, please do not hesitate to contact Michael Nilsson, Mobility Planner for the City of Glendale at (818) 937-8164. We look forward to coordinating with you throughout the planning process.

Sincerely

A handwritten signature in blue ink, appearing to read "Michael Nilsson".

Michael Nilsson  
Mobility Planner  
City of Glendale

CC – Hassan Haghani, Director of Community Development

SOUTHERN CALIFORNIA



**ASSOCIATION of GOVERNMENTS**

**Main Office**

818 West Seventh Street

12th Floor

Los Angeles, California

90017-3435

t (213) 236-1800

f (213) 236-1825

[www.scag.ca.gov](http://www.scag.ca.gov)

**Officers**

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Cheryl Viegas-Walker, El Centro

Transportation

Keith Millhouse, Ventura County  
Transportation Commission

May 6, 2013

Ms. Claire Bowin  
City Planner  
Los Angeles Department of City Planning  
200 North Spring Street  
Room 667, MS 395

**RE: SCAG Comments on the Notice of Preparation of a Draft Environmental Impact Report for the City of Los Angeles Mobility Element Update [I20130087]**

Dear Ms. Bowin:

Thank you for submitting the Notice of Preparation of a Draft Environmental Impact Report for the City of Los Angeles Mobility Element Update to the Southern California Association of Governments (SCAG) for review and comment. SCAG is the authorized regional agency for Inter-Governmental Review (IGR) of programs proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12372. Additionally, SCAG reviews the Environmental Impact Reports of projects of regional significance for consistency with regional plans pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines.

SCAG is also the designated Regional Transportation Planning Agency under state law, and is responsible for preparation of the Regional Transportation Plan (RTP) including its Sustainable Communities Strategy (SCS) component pursuant to SB 375. As the clearinghouse for regionally significant projects per Executive Order 12372, SCAG reviews the consistency of local plans, projects, and programs with regional plans.<sup>1</sup> Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of the regional goals and policies in the RTP/SCS.

SCAG staff has reviewed the Notice of Preparation of a Draft Environmental Impact Report for the City of Los Angeles Mobility Element Update. The proposed project addresses all modes of circulation on the City of Los Angeles' street network. As set forth in the attached, SCAG recommends that the draft EIR include a review and consideration of the adopted RTP/SCS goals and that the analyses reflect the most recently adopted growth forecasts.

**When available, please send environmental documentation to SCAG's office in Los Angeles or by email to [leep@scag.ca.gov](mailto:leep@scag.ca.gov) providing, at a minimum, the full comment period for review.** If you have any questions regarding the attached comments, please contact Pamela Lee at (213) 236-1895 or [leep@scag.ca.gov](mailto:leep@scag.ca.gov). Thank you.

Sincerely,

Jonathan Nadler  
Manager, Compliance and Performance Assessment

<sup>1</sup> SB 375 amends CEQA to add Chapter 4.2 Implementation of the Sustainable Communities Strategy, which allows for certain CEQA streamlining for projects consistent with the RTP/SCS. Lead agencies (including local jurisdictions) maintain the discretion and will be solely responsible for determining "consistency" of any future project with the SCS. Any "consistency" finding by SCAG pursuant to the IGR process should not be construed as a finding of consistency under SB 375 for purposes of CEQA streamlining.



**COMMENTS ON THE NOTICE OF PREPARATION OF AN ENVIRONMENTAL  
IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT FOR THE CITY OF  
LOS ANGELES MOBILITY ELEMENT UPDATE [SCAG NO. I20130087]**

**CONSISTENCY WITH RTP/SCS**

SCAG reviews environmental documents for regionally significant projects for their consistency with the adopted RTP/SCS.

**RTP/SCS Goals**

The 2012-20135 RTP/SCS links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic and commercial limitations (see <http://rtpscs.scag.ca.gov>). The goals included in the 2012 RTP/SCS may be pertinent to the proposed project. These goals are meant to provide guidance for considering the proposed project within the context of regional goals and policies. Among the relevant goals of the 2012-2035 RTP/SCS are the following:

<b>SCAG 2012-2035 RTP/SCS GOALS</b>	
RTP/SCS G1:	<i>Align the plan investments and policies with improving regional economic development and competitiveness</i>
RTP/SCS G2:	<i>Maximize mobility and accessibility for all people and goods in the region</i>
RTP/SCS G3:	<i>Ensure travel safety and reliability for all people and goods in the region</i>
RTP/SCS G4:	<i>Preserve and ensure a sustainable regional transportation system</i>
RTP/SCS G5:	<i>Maximize the productivity of our transportation system</i>
RTP/SCS G6:	<i>Protect the environment and health for our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking)</i>
RTP/SCS G7:	<i>Actively encourage and create incentives for energy efficiency, where possible</i>
RTP/SCS G8:	<i>Encourage land use and growth patterns that facilitate transit and non-motorized transportation</i>
RTP/SCS G9:	<i>Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies</i>



For ease of review, we encourage the use of a side-by-side comparison of SCAG goals with discussions of the consistency, non-consistency or non-applicability of the policy and supportive analysis in a table format. Suggested format is as follows:

SCAG 2012-2035 RTP/SCS Goals		
Goal	Analysis	
RTP/SCS G1: <i>Align the plan investments and policies with improving regional economic development and competitiveness.</i>	<i>Consistent: Statement as to why Not-Consistent: Statement as to why or Not Applicable: Statement as to why DEIR page number reference</i>	
RTP/SCS G2: <i>Maximize mobility and accessibility for all people and goods in the region.</i>	<i>Consistent: Statement as to why Not-Consistent: Statement as to why or Not Applicable: Statement as to why DEIR page number reference</i>	
RTP/SCS G3: <i>Ensure travel safety and reliability for all people and goods in the region.</i>	<i>Consistent: Statement as to why Not-Consistent: Statement as to why or Not Applicable: Statement as to why DEIR page number reference</i>	
etc.	etc.	etc.

**Regional Growth Forecasts**

The Notice of Preparation of an Environmental Impact Report for the City of Los Angeles Mobility Element Update should reflect the most recently adopted SCAG forecasts (see <http://scag.ca.gov/forecast/index.htm>), which are the 2012-2035 RTP/SCS population, household and employment forecasts. The forecasts for the region and applicable jurisdictions are below.

Forecast	Adopted SCAG Region Wide Forecasts		Adopted City of Los Angeles Forecast	
	Year 2020	Year 2035	Year 2020	Year 2035
Population	19,663,000	22,091,000	3,991,700	4,320,600
Households	6,458,000	7,325,000	1,455,700	1,626,600
Employment	8,414,000	9,441,000	1,817,700	1,906,800

**MITIGATION**

SCAG staff recommends that you review the SCAG 2012-2035 RTP/SCS Final Program EIR List of Mitigation Measures Appendix for additional guidance, as appropriate. The SCAG List of Mitigation Measures may be found here: [http://scag.ca.gov/igr/pdf/SCAG\\_IGRMMRP\\_2012.pdf](http://scag.ca.gov/igr/pdf/SCAG_IGRMMRP_2012.pdf)



**Metro**

Metropolitan Transportation Authority

One Gateway Plaza  
Los Angeles, CA 90012-2952

213.922.2000 Tel  
metro.net

Los Angeles Department of City Planning  
Citywide Planning Unit  
200 North Spring Street, RM 667  
Los Angeles, CA 90012

**Subject: Mobility Element Update NOP**

Dear My La:

The following are Metro Service Planning Comments regarding the City of Los Angeles Mobility Element Update Environmental Notice of Preparation.

**Mobility as a Goal**

Noticeably absent from the Mobility Element Update is having Mobility Improvement as a stated goal. Mobility asks the following questions:

- How fast can I get there?
- How easy can I get there?
- How much will it cost?

This is different from Access which asks the questions:

- Can I get there?
- How can I get there?

Mobility is consistency listed as one of the most pressing issues among Angelinos as evident by recent news stories, polls, and conversations with every day people. Therefore it is *crucial* for this issue to be addressed in the Mobility Element Update. If improving mobility is not a goal, then please rename the element as something else.

**Enhanced Transit Network**

The City desires to see a certain level of transit service for a particular set of streets. For this to happen, please note that this is contingent upon Metro's resource availability and approval. This should be noted in both the environmental analysis and in the updated Mobility Element document.

**Analysis of Transportation Impacts**

When analyzing the potential environmental impacts of implements various scenarios of the proposed Element Update, be sure to also analyze the impacts they will have with transit service. This is very important since parts of the proposed plan are either directly or indirectly are calling for the removal of motorized vehicle traffic lanes and turning movements for other purposes. When this happens it tends to slow down the existing traffic along with bus service that uses that portion of the street being impacted. Any slowdown in transit service represents a significant impact to Metro's limited resources. When service slows down, it costs us more money to operate in order to maintain existing levels of transit service. Since Metro does not have the resources for this, Metro would be forced to cut back on service and some cases

abandon service altogether. Since it is both the City's and Metro's goal to have a balanced transportation system for everyone, it is important for any significant impact to be identified and dealt with appropriately.

### **Transportation Performance Measures**

When developing performance measures for the plan, please consider using person throughput, person miles traveled and person hours traveled. By using these measures, it would enable the analysis to show the impacts and performance of all the different projects, strategies and travel modes using a common metric for comparison. Creating isometric travel time diagrams for various points throughout the City is also good for assessing accessibility.

Please contact me if you have any questions.

Sincerely,

Stewart Chesler, AICP  
Transportation Planning Manager  
Metro Service Planning and Scheduling  
V: (213) 922-2826  
F: (213) 922-6927  
Email: [cheslers@metro.net](mailto:cheslers@metro.net)

----- Forwarded message -----

From: **Edward Hunt** <[edvhunt@earthlink.net](mailto:edvhunt@earthlink.net)>

Date: Mon, Apr 8, 2013 at 3:15 PM

Subject: Mobility Element Plan comments from the Melrose Hill Neighborhood Association

To: [claire.bowin@lacity.org](mailto:claire.bowin@lacity.org)

Cc: "Melrose Hill N. A. Members" <[melrosehill@yahoo.com](mailto:melrosehill@yahoo.com)>, Steven Whiddon <[whiddon2003@aol.com](mailto:whiddon2003@aol.com)>, Michael LoGrande <[michael.logrande@lacity.org](mailto:michael.logrande@lacity.org)>, Mitch O'Farrell <[Mitch@mitchforcitycouncil.org](mailto:Mitch@mitchforcitycouncil.org)>, Kevin Keller <[kevin.keller@lacity.org](mailto:kevin.keller@lacity.org)>, Karen Gilman <[gilperson2@gmail.com](mailto:gilperson2@gmail.com)>, [Christine.Jerian@lacity.org](mailto:Christine.Jerian@lacity.org)

Dear Claire,

The purpose of this letter is to give you some input related to your Mobility Element Plan for our City. Our main concerns as a neighborhood are related to the Melrose corridor in Hollywood.

Melrose is the only straight through east/west corridor between Santa Monica Boulevard on the north and Beverly on the south. Our concern is primarily for the area from the Studios (Paramount and Raleigh) on the west and the 101 Freeway on the east.

This is particularly critical in that the Paramount 25-year master plan, currently being reviewed, projects a doubling of their facilities and personnel. Melrose Avenue is the primary route between these studios and the 101 Freeway to and from destinations south and east.

This is in addition to all the other residences and businesses in this corridor. This is also in addition to all the thru traffic that is just trying to get from one side of Hollywood to the other with no origin or destination in Hollywood. The following are our suggestions for your Mobility Element related to this corridor:

1. Our neighborhood has requested a corridor PLANNING STUDY for this portion of Melrose Avenue for the past 35 years. This is even more critical now in light of the Paramount 25 year plan doubling their facilities as this is their main link to the Hollywood Freeway.
2. Similarly, our neighborhood has requested BUFFERED BIKE LANES for this portion of Melrose Avenue for the past 34 years.
3. We request the existing 90' Secondary Highway planned right of way be for this portion of this street be preserved. Further, we request the City aggressively pursue acquisition of the dedications and construction.
4. We request 10' sidewalks for this portion of Melrose, leaving 70' for the buffered bike lanes and other street uses. The only exception should be less width in front of an historic structure.

5. We request that the existing center turn lane the length of Melrose be preserved since most of the cross streets do not line up and there are numerous driveways all along this portion of the street.

6. We request the street trees be in filled for the length of this portion of the street. Please, no Ficus trees.

7. We request left turn lanes and free right turn lanes at all major intersections.

Please copy us of all Mobility Element reports and notify us of all public hearings on this issue. Please call if any questions.

Sincerely,

Edward Villareal Hunt, AIA, ASLA  
President, Melrose Hill Neighborhood Association  
[323-646-6287](tel:323-646-6287)

From: Mark Weiner <mark1952@sbcglobal.net>  
Date: Mon, Apr 15, 2013 at 10:35 PM  
Subject: Mobility Element Update- Scoping Meeting April 16  
To: claire.bowin@lacity.org

Hi Claire,

Kathy Delle Donne, President of the Tarzana Neighborhood Council, gave me your name and information about the planning meeting and LA2b.

Jason Hayes resigned his post as Chairman of the Transportation Mobility Committee in Tarzana and Kathy has appointed me to head up this committee.

I noticed that there's an entire section of Public Facilities and Services. Unfortunately, when I read through the April 2013 update and could not find any specific mention of public restroom facilities. Do you have any knowledge about plans to include these in the LA2b master plan?

There are a few automated toilets that automatically clean themselves after each use at the Van Nuys and North Hollywood Metro Stations. I discovered they are also at the Van Nuys court, and Northridge Metrolink Station. Here's a picture of the one in the Van Nuys court plaza.

Kathy advised me that the Neighborhood Council Presidents met with Dennis Zine a short time ago. Apparently, Eric Lewis, Winnetka and Scott Silverstein, Woodland Hills are reporting that Orange Line patrons are urinating around the Winnetka station. They are trying to get MTA to put a toilet at these stations, but, are meeting resistance.

The lack of public restrooms, in my opinion, is not only a public health issue, but, it is an impediment to getting more people out of their cars to ride public transportation. I'm confident that your master plan is geared to enhancing and increasing ridership on public transit to relieve traffic congestion. Providing amenities such as restrooms is another compelling reason to make it easier for people to get out of their cars.

I plan to attend the meeting tomorrow evening, however, I wanted to submit these comments to you via email.

I would very much like to hear your thoughts and hopefully enlist your support.

- Mark Weiner  
Chairman, TNC Transportation Mobility Committee

Contd...

This is exactly why you'll find cyclists many times riding on the sidewalk. For example, Ventura Boulevard during rush hour converts its parking lane during mid-day into another full lane of traffic from 4 PM to 7PM, essentially turning that into a freeway experience. These hostile environments along with streets like Wilshire Boulevard are become a dangerous area for cyclists to commute.

I know your office is working hard to try and enhance dedicated bike ways and ask that whenever possible you provide for clearly marked bicycle lanes or dedicated paths such as those along the Metro Orange line

---

Hi

I think we should focus on having light signal between Mecca and Ventura because we don't have a light signal between Reseda and Ventura all the way Yolanda and Ventura ALSO we don't have light signal from Ventura and Vanalden all the way Yolanda and Ventura I think we should have both things to work on OR one for city of Tarzana

this is a very important for the city of Tarzana also we need to focus on the side walk between Ventura and Reseda by furniture store I think the side walk on the end is chipped

Best Regards ,

Varant Majaran  
Tarzana Neighborhood Council Board Member  
Out Reach Secretary  
Public Safety Committee Member  
Budget Committee Member

---

**Mark Weiner**

to Claire, me

Hi Claire and My,

I know today, May 6, 2013 is the last day to make any suggestions to the Transit Mobility Study.

I've recently noticed that there does not seem to be any consistency to "bus stops". Some locations have benches with a shaded canopy to protect people from the sun and inclement weather, while others just have a bench open to the elements. I've noticed that near my house there used to be trash cans near the bus stop and they have disappeared and people just throw their garbage on the ground making it a very unsanitary place to be. There used to be public phones nearby at most of the stops, but, as most people now have cell phones, I can see that this is probably an unnecessary amenity.

In your transit plan for the future, may I suggest that you include a sheltered area for people to wait and trash cans.

I'm sure your bus patrons would be very pleased to have someplace to take refuge from the sun and rain during the year. All of the Metro stops along the Orange Line have these, so, I only think it's fair to have these at the regular bus stops as well.

It will be another argument to encourage people to use public transit.

Thank you.

--Mark Weiner  
Chairman, TNC, Transportation Mobility Committee

**April 18, 2013**

Claire Bowin and My La  
**City of Los Angeles**  
**Department of City Planning**  
200 N. Spring Street, Room 667, MS 395  
Los Angeles, CA 90012

**Re: Comments on Mobility Element EIR Scoping Documents Regarding Pedestrian-Enhanced Districts and Vehicle-Enhanced Networks**

Dear Ms. Bowin and Ms. La,

Los Angeles Walks is writing to provide comments on the Scoping Documents of the EIR for the City of Los Angeles' Mobility Element Update. Los Angeles Walks is a volunteer supported organization dedicated to promoting walking and pedestrian infrastructure in Los Angeles, educating Angelenos and local policymakers concerning the rights and needs of pedestrians of all abilities, and fostering the development of safe and vibrant environments for all pedestrians.

We would like to reiterate our support for the Mobility Element Update, and its embrace of complete street principles, that we shared in our [comments submitted in January of 2013](#). In that letter, we expressed the need for a pedestrian-enhanced network in the Mobility Element. Los Angeles Walks is pleased that the City has developed a concept for Pedestrian-Enhanced Districts.

We are submitting these follow-up comments to share our thoughts on the Pedestrian-Enhanced Districts Guide and on the Vehicle-Enhanced Network Guide. We view the former as a positive step towards building a more walkable Los Angeles and we are providing feedback on expanding the treatments and policies that can enhance the walking experiences in these districts. Los Angeles Walks opposes the establishment of a Vehicle-Enhanced Network as written since some of the measures identified for the network would endanger pedestrians and other road users; reduce the walkability of streets; generate increased driving, pollution and greenhouse gas emissions; and undercut the complete street goals of the Mobility Element update.





## 1. Feedback on the Proposed Pedestrian Enhanced-Districts

Los Angeles Walks supports the inclusion of Pedestrian-Enhanced Districts in the mobility element as a way to enhance walking in areas of the city that are heavily used by pedestrians and/or areas with potential as spaces for walking. While we believe that every street and public space in Los Angeles should be a safe and pleasant place to walk, Pedestrian-Enhanced Districts can help create highly walkable areas that can be expanding centers and hubs for pedestrian streets, neighborhoods and lifestyles. We have several suggestions for developing, locating and maximizing the benefits of these districts and related pedestrian enhancements:

- Examine other indicators of pedestrian activity. The factors and data that the City analyzed to create an initial map of potential areas for Pedestrian-Enhanced Districts are all useful indicators of places that should be enhanced for walking. We encourage the City to also identify areas with low rates of car ownership (in order to enhance equitable access) and high frequency transit corridors.
- Add enhancements beyond the sidewalk. As we noted in our January comments, improved sidewalks and safe crossing are essential for safe walking but the nature of the surrounding street and built environment are equally critical to make places where people actually want to walk. Moderate enhancements should include zoning as Pedestrian-Oriented Districts and measures you've already included in Vehicle-Enhanced Network concept to "consolidate driveways; for new developments, restrict driveways where side street or alley access is available." Comprehensive enhancements should include traffic calming, lower speed limits, bans on auto-oriented land uses such as drive-thru restaurants, and prioritization for parklets and street plazas.
- Create pedestrian-friendly corridors between Districts. Certain streets that may not qualify for pedestrian enhancement because of lower population density and fewer surrounding amenities may still need pedestrian enhancement due to their use by local residents and at-times dangerous conditions for walking. For example, residential streets (especially those in hilly areas that lack sidewalks or those used as cut-throughs between busier streets) deserve enhancements to make neighborhoods more walkable and to become safe links between residential areas and the denser Pedestrian-Enhanced Districts.
- Link Districts in a Pedestrian-Enhanced Network. One solution might be to follow the model of the Los Angeles Bicycle Plan and consider Pedestrian-Enhanced Districts as the equivalent of the Backbone Bike Network. Residential streets in need of pedestrian improvements could become the equivalent of the neighborhood network, receiving traffic calming or shared street treatments.



## 11. Opposition to the Vehicle-Enhanced Network

Because two of the biggest obstacles to walking in Los Angeles are a legacy of car-oriented traffic engineering and the resulting real and perceived danger that vehicles pose to pedestrians, Los Angeles Walks also examined the draft of a Vehicle-Enhanced Network (VEN). We consider it to be unacceptable as currently presented due to the inclusion of measures that would make streets less walkable and more dangerous. Some of the proposed interventions in the concept, such as expanded express parking meters and restrictions on driveways, make sense. Others, including more roundabouts and more left-turn arrows, can be beneficial if designed to protect pedestrians rather than purely to move through traffic more quickly. However, we have several objections to the Vehicle-Enhanced Network as presented.

### 1) The VEN runs counter to five of the six goals of the Mobility Element:

- **Streets prioritized for cars do not put Safety First.** The VEN violates the purpose of Complete Streets by endangering some road users (pedestrians and cyclists) to grant quicker movement to vehicles. Increasing vehicle traffic and increasing vehicle lanes will likely lead to more crashes, injuries and fatalities. As Jeff Speck points out in his book *Walkable City*, large cities in the United States with wide, fast streets prioritized for vehicles have up to five times the traffic fatality rates as big cities with streets designed for, shared by (and slowed down by) pedestrians, cyclists, vehicles and transit.
- **Streets enhanced for vehicles are not World Class Infrastructure.** Adding vehicle lanes runs precisely opposite to the international movement for world class streets, which embraces a Complete Streets philosophy and focuses on road diets, bus rapid transit, protected bike facilities, green infrastructure, and placemaking rather than lane and traffic expansions. If anything, the Vehicle-Enhanced Network would move Los Angeles back decades by embracing the traffic-engineering mistakes of the past. Removing street parking for vehicle lanes is a goal that goes all the way back the 1924 Los Angeles Major Traffic Streets Plan and its condemnation of the “promiscuous mixing of different types of traffic” (through trips vs. local trips). It is not a serious or forward-looking priority for 2013 and beyond.
- **Streets enhanced for vehicles do not provide Access for All Angelenos.** First, almost 20 percent of households in Los Angeles do not own cars, and private vehicle ownership is the most expensive of the common forms of urban mobility. In addition to being inequitable, redesigning streets to advantage the movement of more vehicles would reduce access to Angelinos utilizing active transportation. Heavier traffic flows create streets where most people do not feel safe riding



everyone walks in L.A.

[losangeleswalks.org](http://losangeleswalks.org)

bikes. More obese streets also widen the perceived and actual distance that walkers will need to travel to cross traffic, endangering pedestrians and discouraging people from walking.

- **Streets enhanced for vehicles certainly do not promote a Clean Environment and Healthy Communities.** Increased vehicle miles traveled combined with less walkable and bikeable streets will lead to more crashes, injuries and fatal injuries, air pollution, asthma, cancer, physical inactivity, cardiovascular disease, obesity, diabetes, and greenhouse gas emissions.
- **Streets enhanced for vehicles are not Smart Investments.** Streets bring economic value to communities and to the City when they become good places with diverse land uses that support local businesses and other places for people to shop, stroll and connect. Streets designed to allow as many vehicles as possible signal that these places are areas to avoid. These mini-highways drain value from the local and city economy. There are many areas on streets chosen as part of the potential Vehicle-Enhanced Network that have potential as walkable places and/or that are heavily walked and used by local residents despite poor design. These streets and neighborhoods should not be further harmed by increasing vehicular traffic.

## 2) The VEN is unlikely to achieve its implied purpose of reducing vehicle congestion.

Studies agree: Increasing vehicle travel speeds increases congestion because induced demand from more car lanes will cause more driving. The wider streets of the VEN will again fill with cars, leading to more demand for more road widening, and a downwards cycle of frustrated drivers, dangerous streets, and a more polluted, less healthy city. Fortunately, there are alternatives to road expansion. Provision of alternative forms of transportation is important. Land use rules and forms that enable people to live closer to where they work, shop and recreate are also critical since proximity is ten times more effective than speed in allowing people to reach more destinations. (There are many studies to support this:

<http://ideas.repec.org/p/tor/tecipa/tecipa-370.html> and <http://www.connectnorwalk.com/wp-content/uploads/JAPA-article-mobility-vs-proximity.pdf> to read more.)

Fortunately, the City of Los Angeles is updating community plans, studying transit corridors and preparing to update its zoning code, so there is an opportunity to align land use and mobility to promote walkable communities rather than design wider, more dangerous vehicle-enhanced streets.

## 3) Los Angeles Walks is doubtful that the City of Los Angeles needs another Vehicle-Enhanced Network.

Los Angeles already contains a quite large Vehicle-Only Network: 181 miles of highway. Most of the 6500 miles of L.A.'s streets have been widened and sped up in past decades so that nearly every mile of the street grid is prioritized for vehicles. After a century of favoring cars on the streets of Los Angeles, it is time to prioritize people.



everyone walks in L.A.

# Los Angeles Walks

hello@losangeleswalks.org  
323.661.3173  
2351 Silver Ridge Avenue  
Los Angeles, CA 90039

[losangeleswalks.org](http://losangeleswalks.org)

In conclusion, Los Angeles Walks strongly supports the Pedestrian-Enhanced Districts and opposes the Vehicle-Enhanced Network as proposed in the EIR Scoping Materials.

Thank you for the opportunity to comment on this critical element of the City's General Plan that will move Los Angeles into the 21st century with strong support for active transportation that complements our dynamic communities.

Please feel free to contact us if you would like to discuss these or any other ideas in more depth or if you have any questions or concerns regarding our comments.

All the best,



Deborah Murphy, Executive Director  
Los Angeles Walks

CC: Los Angeles Walks Steering Committee



everyone walks in L.A.



**Access Services**  
PO Box 5728  
El Monte, CA 91734  
213.270.6000  
[accessla.org](http://accessla.org)

April 19, 2013

Ms. Claire Bowin  
City Planner  
Los Angeles Department of City Planning  
Citywide Planning Unit  
200 N. Spring Street, Rm. 667  
MS-395  
Los Angeles, CA 90012

VIA ELECTRONIC MAIL: [my.la@lacity.org](mailto:my.la@lacity.org)

On behalf of Access Services (Access), which provides Americans with Disabilities Act (ADA) paratransit service on behalf of Los Angeles County's 43 public fixed route operators, we would like to provide scoping input on what should be studied in the Environmental Impact Report (EIR) for the Mobility Element of the City of Los Angeles' general plan.

Access provides more than 9,000 curb-to-curb trips per day, many of them in the City of Los Angeles. Access customers are eligible for the service if they have a physical or cognitive disability that prevents them from being able to utilize fixed-route public transportation. Access' paratransit service is known as "complementary ADA paratransit" and is mandated by the ADA. There are more than 130,000 eligible riders of Access and, as the population ages in Los Angeles, our demand projections indicate the number of eligible riders - and the needed number of trips per day - will increase.

In general, the primary needs for Access and its customers center around the following areas:

- Ensuring the ability of Access' drivers to safely and efficiently load and unload customers, many of whom utilize wheelchairs or other specialized equipment;
- Creating designated areas for curbside pick-up/drop-off locations close to a building and/or facility entrance;
- Establishing visible signage for Access stops in large public or institutional complexes so customers and drivers are aware of the correct pick-up/drop-off area.

The types of current and future projects in the City of Los Angeles where Access sees a long-term need to facilitate the provision of paratransit service are highly-trafficked areas, which are likely to have significant numbers of people with disabilities.

As a result, Access recommends the EIR for the Mobility Element look into addressing these needs at the following types of buildings and facilities:

- Medical facilities
- Adult day health care centers
- Schools, colleges, and universities
- Transit centers (e.g. Union Station, Pico-Rimpau Transit Center)
- Larger gated communities
- Major employment centers/corporate campuses
- Government buildings & courthouses
- Theaters/arenas/stadiums
- Shopping malls/retail centers
- Tourist destinations

Given that the above facilities drive a large percentage of our ridership demand, it is essential that they be planned in a manner that addresses the transportation needs of people with disabilities.

I appreciate the opportunity to provide input on the Mobility Element of the City of Los Angeles' general plan. You may contact me at (213) 270-6007 or [colaiace@accessla.org](mailto:colaiace@accessla.org) if you have any additional questions for me regarding Access.

Sincerely,



Andre Colaiace

Deputy Executive Director, Planning & Governmental Affairs

April 29, 2013

My La  
Department of City Planning  
200 N. Spring St, Room 667  
Los Angeles, CA 90012  
[my.la@lacity.org](mailto:my.la@lacity.org)

RE: Scoping Comments for ENV-2013-911-EIR.

Dear Ms. La,

Please accept the following scoping comments as part of the record for ENV-2013-911-EIR.

The West of Westwood Home Owners Association (HOA) Board of Directors are writing to you on behalf of approximately 1,200 households in the Rancho Park area to provide suggestions for LA's Mobility Element Update. Mobility is of great concern to our community. The current state of West Los Angeles at peak hours is a logjam, so any success this project could have at decreasing traffic and increasing biking and walking is supported. Our comments are confined to those streets impacting our immediate vicinity: Westwood Blvd, Sepulveda Blvd, Pico Blvd and Olympic Blvd.

The HOA is likely to support most Pedestrian enhancements the City puts forward, so long as they don't result in negative impacts being created. In contrast to the Bicycle, Transit and Vehicle Enhanced Networks put forward by the City, there were not any specific streets or areas explicitly mentioned in the NOP for Pedestrian Enhanced Districts (PEDs). As such, we will take this opportunity to mention where we think improvements in our community are needed. The following list contains suggestions for the area adjacent to the new Exposition LRT, a vicinity expected to have high pedestrian activity. The subsequent improvements are being put forward to enhance mobility elements, as well as improve public safety.

1. Make sidewalk improvements on Westwood Blvd south of Ayres. Because the sidewalks are currently in terrible condition (cracked, raised, and uneven), walking and biking down Westwood is a less desirable mode of transportation.
2. Install Wayfinding Kiosk(s) that include links to Pico and Westwood businesses, so commuters and residents can find their way by foot and bike.
3. Provide adequate lighting along Exposition Blvd that will be paid for by the City, as to improve public safety, especially at night.
4. Improve pedestrian/bicyclist mobility and accessibility between North and South Exposition Blvd between Military and Westwood. People are no longer able to easily travel between North Exposition Blvd and South Exposition Blvd because of the LRT, except by traveling directly down Military and/or Westwood Blvd. This has fragmented mobility through the community. Having to walk around the perimeter decreases the desirability of pedestrian travel through the neighborhood.
5. Install a traffic light or other alternative at the intersection of Pico and Military, where it is very difficult for pedestrians and cyclists to utilize the crosswalk through speeding traffic.

With respect to Bicycle Enhanced Networks (BENs), WOWHOA commends the City for its efforts to make Los Angeles a bike friendly town. Programs that reduce car traffic, pollution and noise, while encouraging bicycling as a major means of transportation are exactly what we require. Efforts to create bike friendly streets are most likely to be realized if they are done smartly and don't result in impediments to other transportation modes.

We would like to put forward Sepulveda Blvd as an alternative to Westwood Blvd for Bicycle Enhancements. Completing a bicycle network on Sepulveda between Venice Blvd and Santa Monica would result in a route that connects Palms to Rancho Park with Century City. Sepulveda is a superior



street to Westwood for bike amenities as it does not have to cross the LRT at grade. Furthermore, it still has the benefit of intersecting with the east to west to Phase II bikeway that is being built and connects directly to the LRT via Sepulveda Station. Various groups have put forward building protected bike lanes on Sepulveda, which we fully support. The best way to get people out of their cars is to build a bike network that is not only robust, but going to be considered safe to use by your average Angeleno.

Bike lanes and a bicycle-transit lane do not make sense for Westwood Blvd. Increasing bus services are better served along Sepulveda, which is an alternative to the 405 freeway and a cross-county corridor connecting the Valley to West LA. There are too many environmental impacts a BEN and TEN would cause for residents, businesses and commuters on Westwood. Westwood has some of the worst traffic conditions in the entire area being a Secondary Highway that carries approximately 26,300 to 34,100 vehicles on a typical weekday. The existing Level of Service ("LOS") at all intersections range from grade E to F at peak hours. Additional biking and transit amenities are likely to make an already bad situation worse. A lack of parking is also a major issue on Westwood, particularly north of Pico. In no circumstance, should the removal of parking be considered given the negative impact that would result for businesses. We were surprised to see Sepulveda Blvd was not listed as part of the City's BEN plan. For the reasons above, Sepulveda should be reviewed as an alternative to Westwood Blvd for the development of bike and transit friendly amenities giving full consideration in terms logistics, potential environmental impacts and plausibility.

On March 4, 2013, Councilman Paul Koretz wrote a letter to Jaime de la Vega in the Department of Transportation regarding Westwood bike lanes. The Councilman proposed a "one-year delay in implementation on Westwood Boulevard so that additional study and outreach can occur." He suggested additional study include "traffic calming for adjacent streets" as to improve the bicycle friendly nature and prevent cut-through traffic from occurring due to changes on Westwood. The community agrees, as we are concerned adding bike lanes will come at the expense of motorists, who will then choose alternate routes through the community. As such, in considering Westwood bike lanes, we support the study area not being confined to Westwood, but instead being expanded to include adjacent streets so the full impacts can be quantified.

We understand that Transportation Elements are being considered along Pico Blvd from the City of Santa Monica to San Vicente and along Westwood Blvd from UCLA to the soon to be built Expo Station. As stated previously, the HOA does not believe it would be advantageous to have a dedicated transit lane on Westwood Blvd for many reasons. It is our sincere hope that any enhancements are done to serve the purpose of increasing mobility in the area and don't result in excess traffic, increased emissions or noise. Transportation Elements should be studied with respect to the cumulative impacts of all proposed transportation improvements (PEDs, BENs and VENs), as well as other projects currently being considered in the area including but not limited to the Casden Project at Sepulveda and Exposition, the Exposition Corridor Transit Neighborhood Plan and the phase II LRT. Delays for construction should be fully evaluated and any proposed work should be done off peak hours where possible to minimize the potential to exacerbate congestion.

Olympic Blvd is outlined in the NOP for Vehicular Enhancements. Direct outreach is needed with businesses in the area where parking is considered for removal or peak hour restrictions are slated to be changed. Such changes may not be recommended depending on the costs and benefits. Turning north and south from Olympic Blvd is often difficult along the street. Technological improvements in this area that maximizes directional flow should be integral to the project. Similar to the above, cumulative impacts need to be studied in detail wherever changes are being considered.

We thank you for this opportunity to comment on the mobility project. Like all Angelenos, we want what is best for our city and our community. The metric for evaluating what is best should be measured based upon the success this project will have at improving mobility. We look forward to taking a more in depth look at the City's plans for improvements in the DEIR.

Sincerely,

Aaron Rosenfield  
Chair, WOWHOA Mobility Committee

cc Paul Koretz



J Reichmann <jreichmann@sbcglobal.net>

May 5 (1  
day ago)

to me, Jan

May 4, 2013 VIA EMAIL: [my.la@lacity.org](mailto:my.la@lacity.org)

My La Dept. of City Planning  
200 N. Spring Street, #667, MS 39S  
Los Angeles, Ca. 90012

Re: NOP of EIR and Public Scoping Meeting for Los Angeles Mobility Element Update

MOTION RE NOTICE OF PREPARATION OF ENVIRONMENTAL IMPACT REPORT AND  
PUBLIC SCOPING MEETINGS ENV-2013-911-EIR

The Comstock Hills Homeowners Association represents approximately 250 single family dwellings in Westwood, east of Beverly Glen Blvd. At their recent Board meeting, they voted to support the following comments:

That City Planning in its EIR regarding the City's Mobility Element Update address:

- Loss of business; decrease in sidewalk width; regional traffic impact; removal of parking spaces AM/PM; increase in travel time; number of bicycles v. number of cars; and
- Urges with respect to the Westside and specifically Pico, Olympic, Wilshire, Santa Monica, and Westwood Boulevards, no removal of car lanes and parking spaces, and no bus-only lanes.
- Urges City Planning to extend the Public Comment period to July 6, 2013 to provide all affected Community and Neighborhood Councils adequate time to file their comments.
- Urges City Planning to provide enough detail on which improvements will be applied to which local streets so that the affected Communities and Neighborhood Councils can assess the potential impacts in order to make intelligent comments.

Sincerely,

Jan Reichmann, President Comstock Hills HOA [jreichmann@comstockhills.com](mailto:jreichmann@comstockhills.com)

May 5, 2013

James O'Sullivan  
Fix The City Inc.  
213-840-0246  
jamesos@aol.com

My La  
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Los Angeles, CA 90012  
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**RE: Mobility Element NOP**

To Whom It May Concern:

The Notice of Preparation (NOP) continues to point stakeholders to the LA/2B website for information and maps. We must protest this continued use of what we believe to be a Non Brown Act Compliant means of Communication for the update of a General Plan Element.

We object to the need to interface with a non-City of Los Angeles Website (Socialmentum, LLC ("Socialmentum") which compels us to agree to their terms of use and policy statement in order to comment on items that will eventually be before the Los Angeles City Council. (See appendix A)

We object to requirement to give our name, email, date of birth and zip code in order to participate in any City of Los Angeles project. (See appendix A)

We object to this or any process that allows others to comment or CRITIQUE our ideas. It is not a part of open government but rather serves to drive stakeholders away. We believe that comments gathered in this manner hinder rather than improve open government. (See appendix A)

Furthermore it appears that the six goals and related objectives, policies and programs of the Mobility Element were developed through very limited outreach efforts and should be reexamined in the DEIR. The outreach was so limited and narrow that very few people outside of the Bicycle and other special interest Communities were aware that this "effort" at outreach was underway. The ten (10) all time active users used the site almost 8,000 times. "Based upon public input we received on our online town hall, through our Think Lab events and from our Community Tool Kits we've developed six goals and

identified related objectives, policies, and programs. The **six goals of the Mobility Element** set the stage for the implementation of a 21st Century multi-modal transportation system and the policies support the fulfillment of these goals by outlining effective strategies to achieve these goals.

- Safety First
- World Class Infrastructure
- Access for All Angelenos
- Informed Choices
- Clean Environment and Healthy Communities
- Smart Investments”

In addressing a **world class infrastructure** it would serve you well to look at today’s (May 5, 2013) Los Angeles Times article about LA being full of broken streets that ruin cars. One can only imagine what those streets will do to a bicyclist. Those roads do not put **safety first** for most people. Los Angeles MUST address the repair of these streets. That would be a **Smart Investment**. To not do so will make this Update meaningless.

<http://www.latimes.com/news/local/la-me-pavement-20130505,0,4119436.story>

As for **access for all Angelenos** I see no meaningful input from persons with disabilities or seniors. We are an aging society and our concerns must be addressed. With can now add broken streets to our broken sidewalks and the question is how is the City going to deal with them? Access for all Angelenos includes “bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation and seniors.”

The one form of Public transportation that seems to have disappeared in most neighborhoods and not mentioned so far is DASH Service. While they don’t fully solve First mile/Last mile problems they go a long way towards getting people out of their cars in many neighborhoods. In my area (Miracle Mile) we have corporate/professional offices, entertainment and cultural facilities but are severely lacking in retail facilities which is one of the main reasons why so many of us are in our cars trying to get in and out of the neighborhood. A DASH service in this area and the Fairfax District would go a long way to get people out of their cars for many issues.

This Mobility (Circulation) Element Update does not appear to fulfill the mandatory requirements from the 2010 General Plan Update Guidelines. (Appendix B). It is not clear that the City can pick and choose which parts of the Update they wish to pursue.

## Appendix A

FROM THD LA/2B SITE MANAGED BY Socialmentum, LLC

### How it Works

#### How do I sign up?

Signing up for Los Angeles Mobility Element is really easy. All we ask is that you provide your **name, email, date of birth, and zip code**. [Sign up now »](#)

#### How do I submit an idea?

Submitting an idea is quite easy. Find a topic that is open for idea submission and click the “Submit An Idea” button. You will be asked to provide information about your idea. The more detailed information you provide, the better the chance your idea will be liked and selected by other members of the community.

#### What happens after I submit my idea?

After you submit your idea, the idea can be viewed by the rest of the community. Other community members have an opportunity to provide valuable feedback. Any time another community member provides feedback, you will be notified via email immediately.

#### Should I improve my idea before it moves to Voting?

Absolutely. Without compromising the original intent of your idea, **take feedback from other community members seriously**. They are trying to help improve your idea. Incorporating this feedback improves the chance that your idea will rise to the top.

#### How do I promote my ideas to those not enrolled in the community?

It is strongly encouraged that members of the community share and promote their ideas on other social networking sites (Facebook, Twitter, etc.). There are easy-to-use tools that allow for cross-platform sharing.

### Community Guidelines

Los Angeles Mobility Element is a place where residents of the Los Angeles Mobility Element community come to share ideas, help others evolve ideas, and ultimately vote on ideas that are best for their community. This kind of sharing and interaction relies on positive interactions between members. In order to join and remain a part of the community, users must follow the **Terms of Use** and these simple guidelines. Together, these ensure each user will have a positive experience and all will be able to share their passion for community betterment.

Seems like the Golden Rule would do, but here are some basic guidelines to follow:

- Be respectful of other members and their ideas. There is no need to harass or abuse another member.

- Do not, under any circumstance, post anything obscene, hateful, or derogatory. If you need to ask yourself twice if it's appropriate, it's probably not appropriate.
- Do not promote your idea on feedback forms for other people's ideas. The administrator will delete these comments.
- Everybody has individual interests. **There is no need to sharply criticize another member's ideas.** Feedback should be constructive and encourage the submitter to improve his or her idea.
- Do not, under any circumstance, post copyrighted material or content without permission from the content owner. Copyright infringement and the protection of intellectual property rights is taken very seriously.

Any behavior or actions that violate these simple rules or the Terms of Use may lead to member suspension or removal from the site. Remember, the site is about community betterment, we would prefer to not remove anyone for misconduct.

**APPENDIX B (attached)**

Sincerely

James O'Sullivan  
Fix The City Inc.

## Greater Wilshire Neighborhood Council Transportation Committee



*GWNC 419 N Larchmont Blvd, #331 Los Angeles, CA 90004*

May 6, 2013

My La  
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200 N. Spring Street  
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Email: [my.la@lacity.org](mailto:my.la@lacity.org)

To Whom it May Concern:

### **RE: GWNC TC Comments on Notice Of Preparation (“NOP”) ENV-2013-911-EIR**

Our Greater Wilshire Neighborhood Council (“GWNC”) area (roughly from La Brea Avenue to Western Avenue, Melrose Avenue to Olympic Boulevard) is overwhelmed by regional traffic demands. We apparently lack the specific, local stakeholder mechanisms to deal with the daily intrusion of regional traffic. This over-use has left our streets in a failed condition and there is little to no incentive provided to our stakeholders to use more active transportation, when an increasing volume of regional vehicle traffic is being funneled on to our streets. High traffic volume and the resultant poor street conditions make active transportation unappealing.

Our community is engaged and very concerned about any changes that would not improve our present situation. We have heightened concern that the proposed enhancements as we understand them will do more to exacerbate the current conditions we experience on our underfunded and failed streets.

Most importantly, we would like a plan in place that first and foremost fixes our streets. Our failed streets are costly to users and, more importantly, pose a safety risk to all users, particularly our most vulnerable: cyclists and pedestrians.

We would like any implementation of proposed changes to be embraced by our stakeholders so that proposed changes

1. Make sense in terms of existing traffic patterns and do not exacerbate our traffic problems

2. Enhance our neighborhoods, improve livability and expand transportation alternatives
3. Have community support from stakeholders based on the necessary outreach.

The GWNC Transportation Committee (“TC”) has the following further specific comments (in regular type) and questions (*in italics*) outlined by topic below.

### **1. Outreach**

The City of Los Angeles (the “City”) has many mechanisms at its disposal to reach individual homeowners, business owners, Homeowner Associations and Business Associations. We would strongly recommend that the Department of City Planning (“Planning”) alert all stakeholders in the City to the proposed plans, particularly those that live on streets, or adjacent to streets where “Enhancements” are planned. Our stakeholders do not like to feel disenfranchised, particularly when Planning is supposedly working on their behalf and will be introducing changes that will fundamentally alter the way they navigate the City, reach their homes, schools and emergency services.

*Does the Mobility Element “update” need stakeholder support?*

*How does Planning propose to alert individual stakeholders to this update?*

*Does Planning have a mechanism to acknowledge receipt of and respond to community comments?*

*How does Planning deal with comments that oppose the new plan?*

### **2. Online Process:**

Planning has chosen to use an “Online Town Hall” format that is problematic in several ways:

- a) This format excludes many people in our community who may not have digital access or the level of digital literacy required to fully participate.
- b) Few attempts have been made to publicize the Town Hall using the City's most obvious online resources like the City Portal or council district websites
- c) The “surveys” provided on the “Town Hall” pose leading questions that do not allow for disagreement or other points of view.
- d) The questions/surveys are updated and/or changed in such a way that they require respondents to be constantly monitoring the site in order to participate.
- e) In order to fully understand the questions, respondents are required to read lengthy blog posts buried in other parts of the website.
- f) In order to participate, respondents are required to provide personal information including date of birth.

*How and when does Planning intend to reach out to and include the stakeholders who do not have computer access or the digital literacy required to participate?*

*Does your department plan to make decisions that will affect all by taking feedback from a select few?*



### **3. Transparent Information**

Planning is “updating” the Transportation Element of the General Plan. Repeated requests for a redlined document to provide stakeholders with information about what is being eliminated from the existing Transportation Element have yielded little information. Additionally, the information provided in the Notice of Preparation does not fully elaborate on the proposed plan. The information provided at the Scoping meetings differs from the materials mailed on February 8. The maps on the materials provided at the scoping meeting are not legible.

*When will stakeholders receive a clear and transparent outline of what Planning proposes to eliminate from the existing Transportation Element?*

*Please can Planning provide us with a document that outlines the relative pros and cons of the existing Transportation Element vs the new Mobility Element?*

*Why does the NOP not include more detailed information available on the website?*

*Where does one find the most current, detailed information about these plans?*

*Where can stakeholders clearly view the maps if they do not have access to the internet and/or a magnifying glass?*

### **4. Your Comment Period**

Scheduling a public hearing 14 days before formal comments are due would suggest that Planning is ignoring its fundamental relationship with the constituency that the project is supposedly being undertaken on behalf of. Our Neighborhood Council is comprised of volunteers, not staff, and we don't have the capacity to respond on short notice to complex issues. While the deadline was “informally” extended to June 6, this should have been a “formal” extension. Additionally the complexity of the material and Planning's process would suggest that the City's stakeholders should have a Transportation Advocate.

*Will the remainder of public hearings and notices in this process be scheduled to reflect the difference between public agencies who have experts and staff and Neighborhood Councils who are volunteers, and individual stakeholders, and allow a reasonable period for all to formally respond?*

### **5. Street Conditions**

Our GWNC residential streets carry large volumes of traffic daily. Many of our streets are in “Failed” or “Poor” condition. This exacerbates our traffic and safety problems as vehicles swerve to miss potholes, or are not able to use full lanes on major arterials. Failed streets are particularly hazardous for cyclists, cause costly damage to stakeholders vehicles and pose safety risks to all users.

The Existing Element's goals clearly state:

***“Goal B: A street system maintained in a good to excellent condition adequate to facilitate the movement of those reliant on the system”.***

In the absence of a redline of the existing Element and a detailed outline of the proposed Element, we cannot be sure of the intent of the Mobility Element in this regard. The LA2b blog posts and mailed materials suggest prioritized funding for

specific “enhanced” streets, a policy that will allow the City’s departments to continue to ignore many of our streets in their presently failed state. Many in the GWNC area question the allocation of resources to update the element when there are apparently no resources to repair our streets. We would like policy to prioritize the repair of the City’s worst streets.

*Does Planning propose we abandon the existing goal of a “street system maintained in a good to excellent condition”?*

*Will the Mobility Element provide a mechanism to maintain all 6,500 miles of streets or just the “Networked” or “Enhanced” streets?*

*If the latter, what is the repair and maintenance plan for the rest of our streets?*

*How can the Mobility Element be implemented on a failed street system?*

## **6. Speed**

We would like the Mobility Element to address the safety problems our neighborhoods experience with speeding vehicles and give us tools that can be applied when we lack enforcement. In the absence of more effective traffic calming measures, we would like all speed humps to remain in place and those that have been approved, to be installed. Parked cars are often the only friction we have on our streets. We are therefore opposed to additional peak restrictions. We are also opposed to widening streets, shaving corners or any measures that will facilitate increased vehicle speeds on our streets.

## **7. Street Designation**

Chapter VI of the existing element includes Street Designations and Standards and lists particular streets as Major Highways, Secondary Highways, Collectors, etc. The selection and performance criteria use Average Daily Trips metrics.

*Will there be changes to Street Designations in addition to the metrics that are used?*

*What mechanisms can be put in place to enforce these designations and limit the traffic volume on our residential streets?*

## **8. The Networks**

The GWNC would urge improved and upgraded *management* of road traffic. We are concerned that the Mobility Element’s emphasis on “enhanced networks” could too easily displace the essential requirements and ethos of Complete Streets. We particularly question, in the absence of specifics, the appropriateness of the “Vehicle Enhanced Network” and whether this network is likely to be pursued without concomitant enhancements to the pedestrian and bicycle accommodations that are part and parcel to a “complete street”.

We are opposed to the proliferation or expansion of highways on residential streets.

In a city with little to no enforcement, parked cars provide necessary and welcome friction that slows vehicles down. We have many streets with 24-hour parking restrictions. These include Beverly, Third and Olympic. We have many homes, business, health care centers and schools on these streets. We would like sidewalks

calibrated to reflect the speed at which vehicles travel. If pedestrians do not feel safe, then it is not safe.

The greatest need deficit, particularly in commercial districts, however, is the widespread lack of truly safe, attractive, comfortable and functional pedestrian sidewalks, sidewalks that make transit a viable and attractive choice for both local residents and regional travellers, sidewalks that support the viability of the street front commercial frontage that is the lifeblood of our economy, sidewalks that safely serve our congregations, that accommodate the baby strollers and elderly, children and other vulnerable, transit-dependent street users.

Our stakeholders are concerned that pedestrian circulation improvements would be largely focused in “Pedestrian Enhanced Districts”. As the NOP stated, pedestrians (unlike vehicles) need to be accommodated for any trip almost everywhere in the City, as pedestrian mobility is integral to some part of virtually any movement. More to the point for local communities, pedestrian access—safe, attractive, comfortable and functional access—is integral to most all sustainable urban land uses and to the great majority of economic activity.

While the scale and scope of pedestrian infrastructure investment might vary by particular contexts, virtually no part of the GWNC is without serious need of investment in its pedestrian infrastructure.

As the MTA’s recent campaign announces, “Every Lane is a Bike Lane” in Los Angeles. The GWNC is in support of policy that would make walking and bicycling safe, comfortable and convenient for users of all ages and abilities.

The GWNC is a vigorous supporter of improved public transit, both the below-grade rail system of the Purple Line extension and the broad array of bus services operated by Metro and municipal operators. We would, therefore, welcome feasible and context responsive enhancements to the surface transportation system.

The NOP’s description of “transit-enhanced network features”, however, seems to potentially be at odds with the urgent need to expand and enhance the pedestrian realm on many of our major arterials. “Off board fare collection” facilities, and bike share facilities, in other cities, as an example, are quite extensive, taking up significant amounts of space. As it is, Metro bus shelters, welcome amenities as they might be for transit users, are often major obstructions to our diminished sidewalks. The Mobility Element should make clear how such facilities are going to be accommodated in new areas and if reclaimed from traffic lanes or other expansions of the sidewalk corridor. Additionally, we would like to ensure that enhancing a street for transit would not negatively impact pedestrians. If parking is removed, pedestrians no longer have the safety buffer that parked cars provide. Recognizing that bus shelters, bike-share facilities and off-board fare collection can improve transit service, the GWNC supports these enhancements where parking buffers and

adequate sidewalks can be mostly preserved, and where an implementation plan has community support.

Stakeholders have expressed concerns about the potential impacts of the Mobility Element and would like the EIR to provide mitigation plans. Many of the Transit and Bicycle enhanced network streets will experience additional vehicle delays if implemented as proposed. The EIR should

- a) clearly and fully examine the potential for cut-through traffic on parallel and surrounding neighborhood streets and
- b) identify a set of traffic calming/diversion mechanisms with requisite funding that neighborhoods may implement when traffic moves off of “enhanced” streets and onto surrounding streets.

*We request that Planning specifically study the effects of Transit Enhancements on LaBrea Avenue, Beverly Boulevard, Third Street and Wilshire Boulevard. What traffic mitigation plans can be implemented that will ensure we do not experience higher volumes on the surrounding streets should people not take advantage of transit options and decide to continue using their vehicles?*

*We request that Planning study the effects of the Vehicle Enhancements on Olympic Boulevard, specifically concerning safety for those who reside, go to school, or do business on that street. Please also study the effect on surrounding streets as vehicles transition off this “enhanced” street onto streets not similarly “enhanced”.*

## **9. Parking Policy**

Development along commercial corridors has historically been accomplished in combination with the deliberate placement of surface-level parking lots behind commercial properties. Those parking lots have served both the parking needs of businesses and as a planned-in buffer zone between the commercial properties and their residential neighbors. Increasingly, however, new, denser development strategies are removing the low-density parking buffers behind commercially-developed properties, and replacing them with below or above-grade parking. This allows new, denser property development to span the entire width of their blocks, and to abut and encroach on residential areas without any sort of buffer zone. The GWNC opposes developments that use underground parking as a mechanism for increasing density with no buffer for or benefit to the surrounding community. The Avalon Bay project, at Wilshire Boulevard and Mansfield Avenue, is an example of our preferred strategy for the future - increasing density with efforts to enhance the community by preserving a buffer zone (with surface-level green space) behind the new development. The BRE development at Wilshire Boulevard and La Brea Avenue, however, is the kind of densification we would oppose -- the entire block was re-zoned to remove parking or other buffer zones and the newly dense development stretches up to the borders of the surrounding residential neighborhood.

*The GWNC requests that Planning draft a parking policy to reflect stakeholders' wishes to retain a buffer adjacent to commercial property.*

**10. GWNC Board Vote**

Because of Planning's short deadline, these TC comments have not been voted on by the full board of the GWNC. Should the Board wish to change or amend these recommended comments, they will do so before your "informal", June 6 deadline.

Sincerely,  
Gerda McDonough  
Chair, GWNC TC

## *SFV COGs' Transportation Priorities*

- Connect Bob Hope Airport with Transit
- Construct a new Metrolink station on the Antelope Valley Line at Hollywood Way to provide direct access to the airport
- Link the airport to the North Hollywood Red Line/Orange Line stations
- Link the airport through Burbank, Glendale and Eagle Rock to the Gold Line in Pasadena
- Implement an express bus pilot program to link the North Hollywood Red Line/Orange Line stations to the Pasadena Gold Line Upgrade Metrolink and LOSSAN Corridors
- Double-track the Metrolink Antelope Valley and Ventura Lines to eliminate chokepoints and potential for train collisions
- Construct grade separations to eliminate dangerous crossings
- Straighten railroad tracks where possible to increase travel speeds
- Construct the “run-through” tracks at Union Station (i.e., Southern California Regional Interconnector Project)
- Develop the I-405/Sepulveda Pass + East San Fernando Valley North-South Transit Corridors
- Include project interconnectivity
- Development of potential public-private partnership Complete the High Occupancy Vehicle Lane System
- Construct the HOV Lane Direct Connector from I-5 to SR-134
- Construct the HOV Lane Direct Connector from I-5 to I-405
- Complete the HOV Lanes on I-5 through the Santa Clarita Valley Connect and Coordinate Transit Systems Serving the San Fernando Valley
- Synchronize transit schedules among our local transit agencies, Metrolink and Amtrak to ensure that our buses and trains meet each other in a timely manner to encourage and improve our regional transit system connectivity
- Work with Bob Hope Airport to create a plan to link local transit into the Bob Hope Airport Regional Intermodal Transit Center upon completion

Direct the CEO to **recognize formally these priorities** return within 90 days for each:

- Current project status
- Current placement in the Long Range Transportation Plan
- Estimated costs
- Strategies for implementation
- Current and potential funding opportunities
- Recommended legislative initiatives as well as outreach plan to work with other jurisdictions and agencies
- Coordination with and integration into other MTA initiatives such as the BusRapid Transit Study

Alexander the Great [alek3000@sbcglobal.net](mailto:alek3000@sbcglobal.net)

Dear Sir or Madam:

As a transit advocate and public transportation supporter, I would like to provide in-depth feedback on current mass transit service in Los Angeles, as well as suggest some improvements - in order to help alleviate our traffic problems, clean-up the air, and offer people more mobility options.

### ***OUR CURRENT SITUATION:***

Even though bus & rail ridership in Los Angeles has increased, automobile still vastly dominates the city. Not because people are too stubborn to try mass transit, but because overall – our city’s public transportation is inadequate. Recent service improvements – although certainly appreciated – have been mostly superficial, and thus far have failed to create a citywide rail network that could be useful to most commuters. Any mode we have – bus, subway, light-rail – are far from being reliable:

- o SUBWAY: No citywide subway system exists in LA. Without an integrated rail network, a big city cannot even be used to its full potential due to limited transportation options. And basing a city’s mass transit on buses never works, as population density, traffic, and other city-attributable factors prevent buses from efficiently transporting passengers; our own LA’s bus system has demonstrated slow, bumpy, overcrowded service, with astonishingly long intervals (including Rapid buses).

- o SUBWAY SCHEDULES: On our existing two lines of Subway, trains run too infrequently: every 12 minutes during the day, 10 minutes during rush-hour, and 20 minutes (!) during evening times. MTA will never attract many riders by having them to wait for the train for as long as 15-20 minutes.

- o BUS SERVICE: Buses run sporadically, mostly regardless of schedules; but outside rush-hours – bus service is virtually non-existent. Daytime service is infrequent, but evening and nighttime service is even worse! Again, how can you attract car drivers into your buses by having them to wait at a dirty bus stop for as long as 20-30 minutes? And I am referring not only to MTA, but also to Santa Monica’s Big Blue Bus, Culver City Bus, etc. Our bus agencies continue to run buses at long 30-minute intervals (including daytime!), even on its busy routes. All of those factors make bus commute unappealing and extremely stressful.

- o BUS STOPS: Currently many bus stops have no shelters; which makes waiting a nuisance – especially during rain; ultimately those lonely poles with dirty benches draw no respect from the public. A bus system is more respected if convenient, well-visible and well-lit bus shelters are offered, not barely-noticeable poles with ugly benches. The City, in collaboration with bus agencies, should provide clean, safe, and aesthetically pleasing bus-stop shelters. It’s time to give a serious facelift to our bus stops.

- o 'LOCAL' VS. 'RAPID' BUS STOPS: Metro (MTA) should stop separating locations of a Rapid bus stop from the Local bus. Placing the two stops at the opposite sides of an intersection is a major nuisance for your patrons, and – when people have to run from a Local stop to the Rapid stop, or vice-versa – it becomes a serious safety issue; which may result in lawsuits if an injury occurs. Please make our bus system more user-friendly, and placing Rapid and Local bus stops together is a good start!

- o ORANGE LINE: Orange line BRT should be upgraded to Light-Rail! While MTA claims the BRT has been “highly successful”, and indeed – ridership has outnumbered the projections, the “success” actually reveals sardine-packed overcrowded buses, resulting in a very uncomfortable, lousy ride (a bus is only a bus, even on dedicated corridors). Limited capacity is a major drawback of BRT, whereas an LRT train could double or triple the overall capacity, and at lower operating costs! All in all, BRT is just mediocre service, not comparable to efficiency and appeal of Light-Rail or Subway.

### ***SPECIFIC IDEAS ON IMPROVEMENT:***

- (1) CITYWIDE SUBWAY: First and foremost: Subway needs to be built throughout the entire city, in coordination with LRT lines. One of the issues recently discussed was: how would people get to the



Wilshire subway, if no other rapid transit line exists nearby? – Which would put people right back into their cars. Driving so to transfer to subway is not as tempting as having to take subway all the way from point A to point B. That's why it's critical to focus not just on one line (e.g. Wilshire subway), but on creating a network of subway lines. Horrendous street congestion requires subway under most major streets. Wilshire Blvd combined with Santa Monica Blvd lines should be the start, but not the end! Because commuters don't just travel to/from the Westside, they travel all over the city; Ventura Blvd, for example, is also a heavily used corridor, and needs a subway line as well. Please refer to attachment "**Map 2.gif**" for specific Subway, LRT, and other transit routes, that need to be implemented; a detailed map is presented.

**(2) RAPID BUSES:** Upon completion of subway, many Rapid buses won't be needed - since they would be duplicating the subway routes. Instead, selling those giant 60-foot buses to other transit agencies will generate tens of millions of dollars for MTA, thus immediately getting back some of the subway investment.

**(3) IMPROVING EXISTING SUBWAY:** On existing Red line subway – the frequencies should be improved. Current infrequent service means low reliability, ultimately resulting in lower passenger demand. Late night 20-minute intervals are especially long. Here is a suggestion on short-term frequency improvements on our Red line subway:

- o **WEEKDAY** – Rush-hour, from 10 minutes to 8 minutes;
- o **WEEKDAY** – during the Day, from 12 minutes to 10 minutes;
- o **WEEKEND** – Early Morning, from 18-20 minutes to 14 minutes;
- o **WEEKEND** – Morning, from 15 minutes to 12 minutes;
- o **WEEKEND** – during the Day, from 12 minutes to 10 minutes;
- o **ALL DAYS** – late Evening, from 20 minutes to 15 minutes.

Those would be temporary “quick fixes” to the Red line. Ideally, the intervals should be much less than the 10 minutes; however, the truly efficient 2-5 minute frequency will realistically take effect when more subway lines are built – such as, Wilshire Blvd, Santa Monica Blvd, etc.; as that will be the time when passenger demand will rise significantly.

**(4) BENCHES ON STATIONS:** On all subway stations more benches are needed! Lack of benches leaves passengers with no other option than sitting on the floor, or on the stairs, which is a huge eyesore; so please add more benches to all subway stations.

**(5) STREETCARS:** Streetcars would also be a great benefit to LA. Now is the time autos should start sacrificing their road space to accommodate streetcars; the latter can run in the center of those streets, as well as near sidewalks. Broadway streetcar (now in progress) should only be the start, not the end. Great streetcar corridors would be: Hollywood Blvd, Fairfax Ave, Venice Blvd, Melrose Ave., Highland Ave., and many streets. Streetcars have proven to attract many riders, while beautifying our streets and giving a strong boost to our pedestrian environment, which our city currently lacks.

**(6) ELECTRIC TROLLEYBUSES:** Electric Trolleybuses should replace some of the bus lines. Trolleybuses are not only very energy-efficient and are entire pollution-free, but also their overhead wiring creates permanent transit presence on city streets, thus helping to attract more ridership and enhancing our mass transit network. Attached please find an article (recently got published on Streetsblog), "**Return of Trolleybuses - Main Article.pdf**". In the attached PDF file you will find many great suggestions on trolleybus implementation in L.A. Cities like San Francisco, Seattle, Boston, and others are great examples of trolleybus implementation. Since L.A. has used trolleybuses in the past, the current re-launching should be highly successful!

**(7) NO MORE B.R.T. LINES:** Do not built BRT lines (similar to Orange line) anymore! As you know, BRT has shown significant drawbacks: limited capacity, many accidents, slow speeds, and high operating expenses – to name a few. To efficiently utilize a surface-level ROW corridor, LRT (Light-Rail), Streetcars, or even Trolleybuses should be placed, but not buses.

**(8) INCREASE BUS FREQUENCIES:** Eliminate Bus schedules – increase service frequencies instead! The timetables are useless anyway: due to traffic, road conditions, and boarding delays, buses are almost never on schedule. On the other hand, when a bus is ahead of time – standing and idling at the stop only results in passenger frustration and unneeded delays, while creating traffic around the idling bus. So, to simplify and improve bus service – on your busiest corridors 2-3 minute headways should be implemented, and no timetables. As a friend of mine accurately stated, timetables are useful on Commuter rail (where service frequencies are lower), not on city transit.

**(9) WEEKEND BUSES:** Bus service needs to also be improved on weekends. Sadly, MTA has neglected customers' need of weekend travel, focusing mostly on weekday rush-hour service; long 15-25 minute intervals are common on weekends even on busiest (!) lines. In reality, weekends is the time when people are out, thus our busy "routes to the beach" – e.g. lines 704, 720, 333 – need much better weekend service.

**(10) BUSES IN THE VALLEY:** Bus service in the Valley is awful, some lines running only at 20-40 minute intervals. This is completely unreliable, and even \$10 a gallon fuel prices will never attract drivers to such a service! So, on those bus routes, especially in the Valley, service needs to be increased substantially.

**(11) UTILIZING RIGHT-OF-WAYS:** Utilize the currently unused ROW corridors. For instance:

- o South side at Santa Monica Blvd, from S Moreno Dr (Century City) to Wilshire Blvd;
- o Center-median at Santa Monica Blvd, from Civic Center Dr (Beverly Hills) to Beverly Blvd junction;
- o Center-median at Santa Monica Blvd, from Beverly Blvd junction to Doheny Dr.

Those abandoned ROW's could be used as dedicated Bus routes – which would greatly speed-up buses (#4, 704, 14, 714, 16, 316) stuck on the jammed Santa Monica Blvd; sidewalks and/or bike paths could also be added. So, let's finally utilize those corridors, long-forgotten for decades!

**(12) BUS-ONLY LANES:** Create bus-only lanes on major streets – as an interim quick-fix (while subway is being built) – to speed up current crawling speeds of "rapid" buses stuck in 5-mph traffic.

**(13) PROJECT IMPLEMENTATION IS TOO LONG!** Speed up overall process of initiating a project, especially – those endless studies and "public reviews". Instead of "studying" a rail project to death, just build it! For instance, the latest MTA's released Expenditure Plan indicates the Westside Subway won't be extended until year 2032 (if relying on revenue of the 0.5% Sales Tax increase), which is shamefully long time! While L.A. is slowly preparing to extend a subway line, other countries have already overcome us by decades! If there's a will, there's a way. And there is definitely a way to build at least several subway lines and LRT lines by no later than 2014-2016, 20 years before the projected completion!

**(14) METROLINK:** Metrolink regional train service: needs to be vastly improved. Again, on many lines service is very infrequent, thus – overall unreliable, forcing people to drive. Ventura County line is a perfect example, where no weekend service is offered whatsoever, and very infrequent service – on weekdays. In reality, 30-minute headways, including weekends, should be offered, namely on the Chatsworth – Los Angeles – Laguna Niguel corridor. Implementing 30-minute headways will provide reliable options for commuters, ultimately transforming Metrolink into a competitive venture, gaining nationwide respect and ensuring reliable commuter train service.

**(15) BICYCLE NETWORK:** Bicycle funding needs to be increased substantially; currently not nearly enough biking conditions are provided in LA. Sacrificing car lanes to create Class II bike lanes and/or Class I bike trails would be a wise step, which will not only ensure safe bicycle commute, but also – make our streets more user-friendly, and encourage more auto drivers to abandon their cars. In addition, most bike lanes should be **painted green**, as success in Downtown LA Spring Street has clearly demonstrated how significantly safer green bike lanes have become! Also, buffered bike lanes should definitely be implemented as well.

In addition, here are specific areas that Bike Lanes need to be considered in the Bicycle Master Plan:

## **A. CENTRAL AREA:**

### North-South corridors:

- (1) Western Avenue (**green bike lane**), between Hollywood Blvd. and Wilshire Blvd.;
- (2) Vine Street, between Franklin Ave. and Melrose Ave.
- (3) La Brea Avenue (**green protected bike lane**), between Hollywood Blvd and Wilshire Blvd (phase I).
- (4) La Brea Avenue (**protected bike lane**), between Wilshire Blvd and Washington Blvd (phase II).  
(NOTE: La Brea Avenue is notorious for heavy traffic volume, often moving at high speeds. Therefore, protected green bike lanes are necessary to ensure bicyclist safety and visibility for motorists).
- (5) Fairfax Avenue (**green bike lane**), between Hollywood Blvd and Venice Blvd.
- (6) Crescent Heights Blvd, between Sunset Blvd and Wilshire Blvd.
- (7) La Cienega Blvd. (**green bike lane**), between Santa Monica Blvd. and Rodeo Rd. (south of 10 Fwy);

### East-West corridors:

- (1) Sunset Blvd, between Vermont Ave. and Fairfax Ave.
- (2) Beverly Blvd., between Vermont Ave. and La Cienega Blvd., and west to Santa Monica Blvd. junction
- (3) 3rd Street, between Alvarado St. and La Cienega Blvd.
- (4) 6th Street (**green bike lane**), between Vermont Ave. and Fairfax Ave.
- (5) Olympic Blvd. (**protected green bike lane**), between Figueroa St. and La Cienega Blvd.  
(NOTE: Olympic Blvd. is very wide, and can accommodate bike lanes throughout its entire span, from Downtown LA to Downtown Santa Monica. Also, due to automobiles' high speeds, protected green bike lanes are vitally important).
- (6) Los Feliz Blvd, between Riverside Dr. and Western Ave.

## **B. WEST AREA:**

### East-West corridors:

- (1) Fountain Avenue, between Highland Ave. and La Cienega Blvd.  
(NOTE: Fountain Ave. bike lanes could be a magnet for cyclists, as currently Fountain is very heavily used among bicyclists, but lack of bike lanes poses danger).
- (2) Santa Monica Blvd, between Doheny and Century City  
(NOTE: Placing bike lanes on Santa Monica Blvd. in the Beverly Hills area would serve as a great connector between the two existing bike lane corridors).
- (3) Santa Monica Blvd (**green bike lane**), between Sepulveda Blvd and Downtown Santa Monica..
- (4) EXISTING bike lane corridor: between Century City and Sepulveda Blvd. needs protection.  
Cars travel on this corridor at very high speeds, and a careless move by a motorist can cause a serious hazard to a cyclist. Delineators and/or other bike lane protection would be a great implementation that LADOT should consider.  
Please see some examples of protected bike lanes, currently used in other cities:  
(a) [http://sf.streetsblog.org/wp-content/uploads/2009/12\\_03/protected\\_bike\\_lane.jpg](http://sf.streetsblog.org/wp-content/uploads/2009/12_03/protected_bike_lane.jpg)  
(b) [http://grid.platformpublicaffairs.com/safelakefront/sites/default/files/images/protected\\_bike\\_lane\\_320px.jpg](http://grid.platformpublicaffairs.com/safelakefront/sites/default/files/images/protected_bike_lane_320px.jpg)  
(c) [http://www.sfexaminer.com/files/blog\\_images/bikelane1\\_070112.jpg](http://www.sfexaminer.com/files/blog_images/bikelane1_070112.jpg)

## **C. VALLEY AREA:**

### North-South corridors:

- (1) Barham Blvd, between Cahuenga Blvd. E. and Forest Lawen Dr.  
(NOTE: this will serve as a connector to existing Forest Lawn Drive bike lanes, highly popular)
- (2) Olive Avenue, between Forest Lawn Dr. and Downtown Burbank.
- (3) Zoo Drive / Crystal Springs Drive, between Riverside Dr. and Los Feliz Blvd.

(4) Hollywood Way, between W. Olive Ave. and Victory Blvd. (connecting to existing bike lane)

East-West corridors:

(5) Ventura Blvd. (**green bike lane**), between Lankershim Blvd and Sepulveda Blvd. (phase I);

(6) Ventura Blvd. (**green bike lane**), between Sepulveda Blvd. and Topanga Canyon Blvd. (phase

II).

(NOTE: Green bike lane is required due to very high traffic volume on Ventura Blvd., to provide additional safety for cyclists and better bike lane visibility - for motorists)

**(16) PEDESTRIAN ENVIRONMENT:** Pedestrian environment needs major improvement. Damaged, uneven sidewalks, with ugly concrete, countless number of homeless people, lack of trees, and lots of trash, are some of the reasons walking in LA is unappealing. Although a few public areas have been created (The Grove, 3rd St Promenade, etc.), much more needs to be done to transform LA into a walkable city. By cleaning-up sidewalks, creating landscaping, and beautifying our streets, more people will be tempted to walk, which in turns prompts to mass transit usage. Street beautification also reduces crime! Lastly, the pavement of sidewalks needs to finally (!) change from the ugly concrete & cement to a decorative pavement, such as brick-stone, cobble-stone, block-stone, etc. Decorative pavement has been successful worldwide, including our own cities like Portland, San Francisco, etc. Even areas of Downtown LA have successfully utilized decoratively-paved sidewalks. Attached please find several images depicting how great our sidewalks can become if urban principles are applied; **please see attachment-** "COMBINED 003.jpg", "COMBINED 012.jpg", "COMBINED 013.jpg", and "COMBINED 015.jpg". On the "Present State" I took the actual photo of an area; and on the "Suggested Improvement" I created a rendering on PhotoShop to indicate how dramatically this area can transform once streetscape/landscape is used. This should apply to most of our city's sidewalks.

**(17) NO MORE HIGHWAYS!** Please stop funding highway projects! It's time to invest in healthier and environmentally cleaner alternatives – Mass Transit, Bicycle paths, and Pedestrian conditions. Continuous focusing on roads & highways will, once again, bring us to more gridlocks and traffic chaos, aggravating our situation. Particularly, funding of the 710 Fwy tunnel would be a waste of taxpayers' money! – The 710 Fwy project has been opposed for decades, nevertheless MTA still wants to build it... Please do not spend money on those useless road projects that will ultimately create more traffic.

**(18) STOP THE CAR PROPAGANDA!** Last but not least. We have to stop with our daily Car propaganda! When giving directions, or providing an address, we have to not only give Driving (and parking) directions, but rather – focus on providing Mass Transit access info, specifically – the name of the closest Subway station and/or Bus line. Also, when broadcasting "Traffic Conditions" (on TV and Radio) with Freeway advisories – how about broadcasting "Mass Transit Advisories", including brief reports on all Metrolink lines, as well all MTA Metro-Rail lines (including Orange line). Traffic jams on city streets should also be reported with referencing to affected Bus lines. Frankly, I find it discriminatory that our Media refers to only driving conditions and neglects Mass Transit completely!

**CONCLUSION:**

So, if we seriously want to change the way Angelinos get around, if we truly want to change our mentality and attitude towards mobility in Los Angeles (in general) and public transportation (in particular), we need a major overhaul! Quality of life in a city depends upon quality of mass transit, so investing into our mass transit ultimately means – investing into our quality of life. I do have hopes that the politicians – city, state, and federal – will start thinking objectively, will make the right decisions by shifting their focus from highways to mass transit; and that they will provide necessary and immediate funding for our projects. And like other countries, there is a great possibility Los Angeles will finally get a real public transportation system, with vast Subway & LRT expansion, reliable bus & trolleybus service, streetcars, bicycling conditions, and major sidewalk improvements, making the City of Angels a great place to live, work, and visit!

May 5, 2013

My La  
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Los Angeles, CA 90012  
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Reference: Notice of Preparation of an Environmental Impact Report ENV-2013-911-EIR

### Comments

I am a Professional Engineer, licensed by the State of California. I am a long time resident of the Westside of Los Angeles. I retired as a Chief Scientist of the Hughes Aircraft Company where I invented, designed, and analyzed satellites, mostly military, for 23 years.

I am also a Director of the Comstock Hills Homeowners Association, although in this letter I speak for myself and not for the Association.

I have to make a general objection because I find it very difficult to provide a detailed response to this NOP. The problem is that the NOP is so vague and general. The public is asked to comment on a set of lists of potential improvements and a similar set of lists of potential streets where these improvements might be implemented. There is no attempt to cross correlate the improvements with the streets. While many of the improvements may be of great benefit on some streets, they may also cause great harm on other streets. Without a detailed correspondence between improvements and locations, it is impossible to object in a highly specific way.

This lack of detail supplied in the NOP led me to seek it elsewhere. Neither Constance Boukidis, my representative on the Westwood Neighborhood Council, nor Shawn Bayliss, my CD5 Planning Deputy, has been able to supply the detail I need for a more cogent response. Therefore I have to object to a vague document in an equally vague manner.

### OBJECTIONS

**I. Lack of Specific Detail** - The NOP is vague and provides no correlation between potential improvements and potential streets and neighborhoods where such improvements will be implemented. It provides an overarching framework within which much good may be accomplished but equally possible is much mischief. Thus I object to all the possible mischief in a manner equally as vague as the NOP. If, in the future, any "improvement" is harmful, I object to it now.

**II. Potential for Later Denial of Objections** - The way this NOP is written suggests that its vagueness might be deliberate. I am concerned that the City may use the lack of specific objections to disenfranchise the electorate, the citizenry, the Neighborhood Councils, the Homeowner Associations. If the intention is to make use of the lack of specific responses to this NOP at this date by citing such lack of response at a future date to establish that no adequate objection was raised in a timely manner, then I object strenuously to such a tactic. Therefore I reserve to myself, to my Westwood Neighborhood Council, to my Homeowners Association, and to all other such groups and individuals, the right to raise objections to specific elements and implementations resulting from this NOP, at such time as the details are made publicly available, and call upon the City of Los Angeles to treat such objections as if they were made as a timely response within the May 6, 2013 cut-off date for such responses.

**III. Specific Example of Potential Problems** - I am also concerned with this NOP because of the example set by the 2010 Bicycle Plan - First Year of the First Five-Year Strategy - ENV-2012-1470-EIR. That 2010 Plan seems to be a subset of the Plan which will evolve out of this NOP and its associated EIR. I objected to that 2010 Plan but limited my comments to that portion of the Plan which applies to the Westside. I incorporate by reference my letter of comment to that Plan as part of my response to this superset Plan and NOP and EIR. I also incorporate my Power Point Presentations in the same manner. Copies of all of these are provided in the Appendix for easy reference.

In my comments on the Bicycle Plan I point out that the 2010 Plan does not meet the contradictory but necessary requirements, such as:

1. Safety for cyclists and motorists
2. Cost
3. A balance of positive impacts for cyclists and negative impacts for motorists.
4. An improvement in air quality.

I explain that the 2010 Bicycle Plan does not meet reasonable criteria the Westside because the routes are wrong. Thus, while I am in favor of bicycle lanes in general, I am opposed to the plan presented in that EIR. I then explain my reasoning based on: I. Safety to Cyclists, II. Cost, III. Balance of Impact for Cyclists and Motorists, and IV. Air Quality.

I included an analysis of likely increased air pollution if that Plan were to be implemented in the Westside and I presented an alternative Westside Plan which does not have the problems inherent in the City Plan. I now reason by analogy that this overarching superset of the Bike Plan may suffer from the same inherent defects of poor planning and that even more objections will arise as the details are made public.

As an example of the analysis I performed on the Westside Bikeway Plan, I included a projection, based on the details in that EIR, of the increase in air pollution to be expected on Santa Monica Boulevard. My analysis shows that putting commuters on bikes in lanes to save 1500 minutes of car pollution will cause 316,800 extra minutes of car pollution. That is, we increase pollution by a factor of 200 times on just one street on just one side of the 405 Freeway. I think this is a bad trade off.

In my letter I admitted that my numbers could be wrong. But I asked, where are the numbers in the EIR? Have such comparisons of the benefits versus the unintended problems caused by this 2010 Plan been done? Until this is done I claim that the bikeway planning is not ready for prime time, except as an example of poor City planning.

In the same way I expect that the even larger and more complex planning for the superset 2013 Plan anticipated by this NOP will be even more lacking in examination of the unintended consequences of implementation and therefore I raise objections now in anticipation of the details to be revealed at a later date.

My previous offer remains in place. If I can be of further help I will donate my service as a Professional Engineer.

Sincerely yours,

Charles Edelson, PE

Appendices: Letter of February 24, 2013  
Bikeway Viewgraphs  
Short Bikeway Viewgraphs

February 24, 2013

Environmental Review Unit  
City of Los Angeles Planning Department  
200 N. Spring, 7th Floor  
Los Angeles, California, 90012

Reference: 2010 Bicycle Plan - First Year of the First Five-Year Strategy  
ENV-2012-1470-EIR

State Clearinghouse Number: 2012061092

#### Comments

I am a Professional Engineer, licensed by the State of California. I am a long time resident of the Westside of Los Angeles. I retired as a Chief Scientist of the Hughes Aircraft Company where I invented, designed, and analyzed satellites, mostly military, for 23 years. I am the proverbial rocket scientist who is not needed to solve simple problems.

I will limit my comments and analysis to that portion of the Plan which applies to the Westside. As a long time resident of the Westside I know the area well enough to be able to make comments. I do not feel qualified to comment on other areas although I suspect that many other areas suffer from the same defects I will present for the Westside.

In my professional career I solved complex problems. A bikeway plan is a complex problem because it must meet contradictory requirements, such as:

1. Safety for cyclists and motorists
2. Cost
3. A balance of positive impacts for cyclists and negative impacts for motorists.
4. An improvement in air quality.

The current plan does not meet reasonable criteria the Westside because the routes are wrong. Thus, while I am in favor of bicycle lanes in general, I am opposed to the plan presented in this EIR. Let me explain my reasoning:



## **I. Safety to Cyclists**

From conversations with cyclists and reading some of the literature, I have learned that the safety of the cyclist is best accomplished when the bike lanes and motor traffic lanes are physically separated. Yet when I look at the descriptions of the plans for the Westside, for Westwood Boulevard, Sepulveda Boulevard and Centinela Boulevard, I find that there is no physical separation, just a line of paint on the common roadway. While this may be sufficient for broad roadways, it is dangerous for crowded and high motor traffic road ways such as these. I urge you to listen to the wisdom of the cycling public and the existing literature and modify these plans to provide physical separation of motor and bicycle vehicles.

## **II. Cost**

At first glance the cost of this plan seems to be minimal because only paint striping is involved. However, when the inherent safety issue is considered the opposite is likely to be true. If the City provides bikeways that are unsafe, a reasonable legal case can be made that the City is liable for damages if, or when, a cyclist is injured.

## **III. Balance of Impact for Cyclists and Motorists**

There are two roadways with bicycle lanes that I use as a motorist. Sepulveda Boulevard south of Pico and Motor Avenue between Manning and Venice. The difference is stark.

Sepulveda is a wide right of way with enough room to accommodate two lanes of traffic plus parking plus a bicycle lane in each direction. The impact of installing the bicycle lanes has been negligible on motorists, at least when I have driven that roadway.

By contrast, Motor was a narrower two lane road with parking on both sides. Traffic moved well and there were seldom delays that caused traffic to back up at intersections. A few months ago bicycle lanes were installed between National and Venice and this required removing two lanes of auto traffic. The southbound problem occurs at National Boulevard. During evening rush hours, at first traffic was backed up past Manning Avenue. Now that people have learned how bad the situation is and diverted to other streets such as Overland, it only backs up half way to Manning. I drive that route about twice a week. Since the bike lanes were installed several months ago, I have seen exactly two bicyclists. It has added significant congestion to provide two empty and unused bike lanes. This is an example of a severe unbalance between the negative impact on motorists and the benefit to cyclists. During the times of my personal observation I have seen two bicyclists benefit while I have seen hundreds of motorists delayed about ten minutes each to traverse the less than one mile route south from Manning to Venice.

Thus I support the addition of bicycle lanes on Sepulveda south of Pico but I think the addition of similar lanes on Motor between Manning and Venice has been a disaster.

### III. Air Quality

Using a bicycle to reduce air pollution is one of the arguments used to justify their installation. The California Environmental Protection Agency, Air Resources Board says the following on their website:

*Bicycling is important to the health of Californians -- and not just to those doing the cycling. Statewide, about seven tons per day of smog-forming gases and almost a ton of inhalable particles are spared from the air we breathe due to use of bicycles rather than motor vehicles.*

*People choosing to pedal rather than drive usually replace short automobile trips that are disproportionately high in pollutant emissions.*

Unfortunately I found no data on the improvement in air quality provided by the proposed installation of bicycle lanes in the Westside. Perhaps I missed it. So, as a Professional Engineer used to solving problems, I thought I would try to do a calculation of the pollution benefit resulting from the implementation of the LA DOT Bicycle Plan in the Westside. I took just two proposed bikeways, Sepulveda Boulevard and Westwood Boulevard and their impact on just one street, Santa Monica Boulevard.

I assumed that each bikeway might have about 50 riders during a typical rush hour (about two hours) for a total of 100 trips. Ignoring the possibility of ride-sharing, this might remove 100 car trips which might average 15 minutes each. So the City would save about 1500 minutes of car pollution. Very good.

To balance this I looked at how much pollution might be generated by delays in automobile traffic. The EIR indicates that delays to traffic on Santa Monica Boulevard would total about 5 minutes if we combine the delays at Sepulveda and at Westwood Boulevard. Presently the rush hour backup east of the 405 freeway extends to about Westwood Boulevard at rush hours. I judge that a five minute delay would extend the backup to about Beverly Glen Boulevard, about a mile. If the average spacing of bumper to bumper cars in a backup is about 12 feet, then in the mile of added backup we will have 440 cars in each lane. Multiply this by six lanes and we have 2640 cars stuck in traffic over the two hour rush period. Multiplying again this means in the two hours of a rush hour we will have 2640 times 2 hours times 60 minutes per hour of added pollution. This comes out to be 316,800 minutes of car pollution added by the implementation of the two bike lanes on just one street, Santa Monica Boulevard.

So the comparison is that to save 1500 minutes of car pollution the bike lanes will cause 316,800 minutes of car pollution. That is we increase pollution by a factor of 200 times on just one street on just one side of the 405 Freeway. I think this is a bad trade off.

Perhaps my numbers are wrong. But where are the numbers in the EIR or supporting documents? Have such comparisons of the benefits versus the unintended problems caused by this plan been done? Until this is done I claim this planning is not ready for prime time, except as an example of poor City planning.

I am in favor of bikeways, but only in the right places, where they will do more good than harm. I do not think the Westside of Los Angeles, already a traffic nightmare, is the right place for this kind of plan.

On the other hand, as a Professional Engineer, I like to solve problems even more than to point them out. I believe there are imaginative and creative solutions to implementing bikeways in the Westside. Here are two ideas.

Rather than placing the bikeways on highly traveled major streets such as Sepulveda and Westwood Boulevard in the Westside, they could be placed on adjacent secondary streets such as Bentley and Glendon Avenues where the cyclist would be much safer and the impact on motorists would be minimized.

Rather than cross major east west streets such as Santa Monica Boulevard at street level, we could install overpasses for cyclists. This would eliminate the traffic delays and the resultant air pollution and also greatly increase the safety of the cyclists. This could be done at relatively low cost and without significant visual impact if both the Sepulveda and the Westwood bicycle lanes were diverted to the 405 freeway right of way for such crossings. A light weight bicycle lane, physically separated from the freeway roadway could be constructed at fairly low cost using much of the present bridge structures and a gradual ramp up to the bridge level.

What I have attempted to do is analyze the pros and cons of the current planning and EIR, point out the salient weaknesses and propose some innovative alternative solutions. If I can be of further help I will donate my service as a Professional Engineer.

Sincerely yours,

Charles Edelson, PE

Appendix: Presentation Viewgraphs

David Goldstein <digoldst@yahoo.com>

Dear LA Transportation Committee member,

I read with interest your proposed studies for a potential transit network enhancements leading to an environmental impact report (EIR) <see attached>. I am sorry I could not attend Tuesday's meeting (April 16, 2013) in North Hollywood to comment in person. However, please accept my written thoughts below.

I support the "Transit Scenario 1 Comprehensive Plan", which would entail building a light rail system from the San Fernando Valley to the West LA side. The rail should connect from the Orange Line at the Haskell/Victory stop and make three stops before ending at the VA or Federal Building at Wilshire/405 Fwy. The intermediate stops should be at Getty Center, and Skirball Center. In my mind...the commute along the 405 from WLA - SF Valley, is the toughest most arduous daily task many of us have undertaken and desperately needs a transit solution. This should be our highest priority...even soliciting private commercial support...if needed. The year 2038 is too late.

As I look upon the constant closures and intended improvements, my general feeling is that while the modernization and widening of the 405 is nice, it is NOT the solution, and will only invite more cars, expanded traffic...not provide a solution to reducing the traffic problem.

In the future, I hope to attend another transportation meeting....but I hope my comments are heard and empower you to make a long-term solution to our transportation issues. I hope we can immediately forget about a California bullet train pipedream (and its huge US Government incentive budget) and instead focus on a local solution which can really work. Remember when they said the Orange Line, Blue Line and the Red Line would not be heavily used and would be a waste of time. If you build it, they will come.

Thanks,

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DENNIS HINDMAN <dennis.hindman@att.net>

Dear Mobility Element Project team members,

The proposed Bicycle-Enhanced Network part of the mobility update should not be a subset of the bicycle plan. There needs to be streets added that are not on the bicycle plan. The biggest obstacle to putting bike lanes on busy streets is political will, which is creating a lot of unconnected dots and dashes of bikeways instead of a connected bicycle network that was originally envisioned for the bike plan. More routes should be included to overcome some of these obstacles.

Its one easy to draw lines on a plan, its much more difficult to try and implement it when there is only a low-single digit of bicycling modal share. Trying to take away a motor vehicle travel lane that moves thousands of people a day and replacing it with bike lanes that only move a few hundred is proving to be a very difficult idea to sell politically. There must be alternative routes added to keep increasing the amount of bicycle riders in the face of this reality.

What should be the main focus of the bicycle enhanced network is getting as many butts-on-bikes (Bobs as I like to call them) in a short amount of time as possible. It would be very helpful to continue this goal by giving the bikeways division of the DOT more streets to choose implementing infrastructure on in order to make it easier to create a network of routes.

**Here are a few additional bikeway routes that are not on the bike plan:**

All of Vineland Ave--creates a north/south corridor. This has been proposed almost unanimously by those opposed to having bike lanes on Lankershim Blvd from Chandler Blvd to Ventura Blvd. Bike lanes on Lankershim Blvd has already been turned down by council district 4. Give him what he has proposed, which is Vineland Ave.

Sunland Blvd from Penrose Ave to Vineland Ave--This would connect bike lanes on Vineland Ave to Glenoaks Blvd and La Tuna Canyon Rd.

All of Vanowen St--This would quickly create a east/west bikeway corridor across the valley instead of waiting for the political will to put bike lanes on Sherman Way. There are large amounts of congestion during peak hours on streets where there are freeway on and off ramps. An example of that is Sherman Way, which has almost twice the amount of traffic at Orion Way, as Vanowen St has on Firmament Ave. Yet, Sherman Way only has 50% more through lanes at Orion Way than Vanowen St has at Firmament Ave. The result is undoubtedly going to be much more political resistance to putting in bike lanes on Sherman Way than it would be on Vanowen St. It might even be suffice to say that the DOT can put in bike lanes on Vanowen St without asking for permission from the councilmember or doing public outreach meetings due to the much lower volume of vehicles per travel lane.

All of Parthenia St--Another east/west corridor across most of the valley. This street could probably get bike lanes fairly easily, instead of waiting for the time when the tooth fairy will come along to deliver the political will for bike lanes on most of Roscoe Blvd. The vehicle counts on Parthenia St at Orion Way are less than half of Roscoe Blvd at Orion Way and yet Roscoe Blvd only has 50% more through lanes than Parthenia St. Again, the political resistance would be much less for Parthenia St and it is less likely to need councilmember approval or public outreach meetings.

Instead of Westwood Blvd, add Midvale Ave from Gayley Ave to Pico Blvd. Westwood Blvd from Pico Blvd to National Blvd is needed to complete a route from UCLA to the Expo Line, but this street is already on the bike plan. This section of Westwood Blvd is much less contentious politically due to lower levels of congestion than it is from Santa Monica Blvd to Pico Blvd. Again, you should be concentrating on keeping the rate of bicycling progressing as quickly as possible. Taking on battles where the opposition is strongest will not gain much territory which you will be difficult to hold for long against mounting resistance.

Since Midvale Ave is a quiet residential street that is one block west of Westwood Blvd, the amount of people willing to ride there would potentially be much greater than having bike lanes on busy Westwood Blvd, even though Midvale is not the most direct route from UCLA to the Expo line station. People are willing to ride up to 25% out of their way if it involves a much less stressful route. Some of the strong and fearless riders would not be willing to go this far out of the way, but they are perhaps less than 1% of the total adult population. Wayfinding signage and sharrows could help direct bicycle riders to where they want to go.

Connecting Midvale Ave--where it ends at Pico Blvd--to Westwood Blvd could involve riders using the sidewalk for about a block, or putting a short bikeway connection on busy Pico Blvd (much more difficult politically). The sidewalk could suffice for this short distance (unofficially) if it is wide enough. Wayfinding signage could point out where the bikeway begins again.

Ohio Ave (already on bike plan) should be added just because it is so important for connecting UCLA workers to the city of Santa Monica.

Tokyo has a 16% bicycling modal share and yet there is less than 4 miles of bike lanes in this city of 12 million people. The bicyclists overcome this limitation by traveling on the sidewalks with the pedestrians on busy streets and then in mixed traffic on quiet residential streets where the streets are narrow and the traffic moves very slowly.

Instead of Barrington Ave (already on bike plan), add Westgate Ave from Montana Ave to Wilshire Blvd.

Continue this route south by adding Westgate Ave from Wilshire Blvd to Mississippi Ave.

Then add Mississippi Ave from Westgate Ave to Granville Ave.

Add Granville Ave to the terminus at the Expo Line bike path. These series of north/south residential streets from San Vicente Blvd will create a low-stress route to reach the Expo line station at Bundy. This is route would be a alternative to not being able to get bike lanes on Bundy Dr.

Add Camden Ave from its terminus north of Ohio Ave to Pico Blvd. The riders can then take Military Ave south (already on bike plan) to the Expo Line bike path which will enable them to reach the Expo Line station on Sepulveda Blvd. This would be a low-stress route that would have a lot of potential for ridership.

Instead of Hollywood Blvd (already on the bike plan), include 6th St from Virgil Ave to San Vicente Blvd. This gives a long alternative route along the Wilshire Blvd corridor and the councilmember for much of this street has already suggested putting bike lanes in.

I'll sent another e-mail when I find more streets that have potential to form a basic network.

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Dear Mobility Element team members,

The proposed bike enhanced streets is too narrowly focused. There are already many residential streets that are enough low-stress to attract the masses to bicycle there and yet are not on the bike plan or the bike map.

Those residential streets that already have signalization at major crossings should be included to greatly enhance the bike plan without undue cost. These streets could simply be labeled bike routes and the only needed upgrade would be to retune the existing loop detectors to notice when a bicycle wheel has entered the loop circle and perhaps wayfinding signage or sharrows could be added for directional purposes. Currently, these streets would not be included in a bike map or even something that the bikeway division of DOT would consider including because these streets are not on the bike plan.

Its great to make a map of what a bike network should look like. But, it would be faster and easier to work with what we have, or territory that we can reasonably expect to get very soon, and expand outward from there.

An example of this idea can be seen in this report entitled Low-Stress Bicycling and Network Connectivity that was published through the Mineta Transportation Institute based in San Jose:

<http://transweb.sjsu.edu/PDFs/research/1005-low-stress-bicycling-network-connectivity.pdf>

These researchers used the city of San Jose for their study and mapped out the existing low-stress for bicycling streets and bike paths. Then they linked these islands of disconnected low-stress bicycling areas together to get complete routes from residences to schools, or businesses. Their proposed list of improvements can be seen on pages 47-48 of this 84 page document. The authors of this report were not trying to achieve a grid spacing, their goal was to get bicycle riders past barriers to create more complete routes of low-stress bicycling to attract the masses, without using a great deal of money to achieve this.

Out of the 2,400 miles of streets and 53 miles of bike paths in San Jose there were only 67 proposed improvements in the report. Assuming that this proportion scales, there would need to be about 181 improvements made to the 6,500 miles of streets in LA to achieve the same results.

The residential streets in Los Angeles that already have traffic signals at major intersections should be overlaid onto the bike plan. This would show more lines of bikeways on a map, making it faster and easier to create a network of complete bike routes.

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Dennis Hindman



**Gregory D. Wright** <bg534@lafn.org>

Bryan Eck  
Citywide Planning Section  
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Hello Bryan, and Colleagues.

These proposals that I have sent to the East San Fernando Valley Transit Corridor Project apply also to LADOT (and Metro) service and planning overall, and to the great LA2B project, and so I am sending these your way too! I hope these ideas are useful.

Gregory Wright  
[greg@newciv.org](mailto:greg@newciv.org) / (818) 784-0325

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----- Original Message -----

**From:** [Gregory D. Wright](mailto:Gregory D. Wright)  
**To:** [EastSFVTransit@Metro.net](mailto:EastSFVTransit@Metro.net)  
**Cc:** [walt.davis@metro.net](mailto:walt.davis@metro.net) ; [greenway@metro.net](mailto:greenway@metro.net)  
**Sent:** Monday, May 06, 2013 11:22 PM  
**Subject:** East San Fernando Valley Transit Corridor Project: Proposals from Gregory Wright

Walt Davis  
Metro Project Manager  
East San Fernando Valley Transit Corridor Project  
Los Angeles County Metropolitan Transportation Authority

Hello Walt Davis, and Ryan Greenway.

We have met at the East San Fernando Valley Transit Corridor Project public meetings.

I am submitting the ideas below, in the four categories of enhancing/improving and promoting Transit, Walking, Driving and Roadways, and Bicycling in the East San Fernando Valley Transit Corridor and in Los Angeles generally -- and (since our metropolitan area is scrutinized by the nation and the world) potentially everywhere.

I hope these ideas will make it into the mix of ideas that inform the development of the East San Fernando Valley Transit Corridor Project, and the improvement and promotion of transit, walkability, driving, and bicycling in L.A. and beyond. Thank you.

Gregory Wright  
14161 Riverside Drive, #3  
Sherman Oaks 91423-2363

[greg@newciv.org](mailto:greg@newciv.org) / [\(818\) 784-0325](tel:(818)784-0325)

P.S. -- Btw, Planet Forward (<http://planetforward.org/>), a project of the George Washington University School of Media and Public Affairs, is full of great green ideas from students and others in five "questions" categories, including Transportation and Cities & Communities:

<http://planetforward.org/question/what-innovations-around-transportation-will-help-communities-build-for-the-future-and-adapt-to-a-changing-planet/>.

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## Proposals for the LA2B Mobility Plan and the East San Fernando Valley Transit Corridor Project

### *Re **Generally:***

To the greatest extent possible, **extend the improvements to walkability, transit, driving, and bicycling in the East San Fernando Valley Transit Corridor across all of Los Angeles and all transit systems,** including Metro and LADOT.

**Require the employees of Metro and LADOT to use the systems themselves on a regular basis** in order to become personally familiar with what's good and what's not with L.A.'s public transportation and walkability (since these two are linked in everyday practice) -- and issue employees of all of the region's public transportation systems system-wide transit passes/TAP cards to encourage this!  
(This suggestion was made by a Metro or LADOT official and shared with me at one of the East San Fernando Valley Transit Corridor Project public meetings.)

### *Re **Transit-Enhanced Network (TEN) Information Guide:***

Implement **the greatest possible amalgamation of local and BRT bus stops at the same locations,** too many of which are still separated by cross streets or long blocks.

**On the important Ventura Boulevard corridor, reduce the BRT 750 line to a pair of weekday two-hour periods,** 6 or 7 to 9 am and 4 to 6 pm; the Ventura Boulevard 'Rapid' buses are routinely under-used in the evenings and outside of rush hours.

**Or reconfigure the Rapid buses to also stop at the "intermediate arterials" between the major arterials the Rapid buses stop at now** (e.g., Hazeltine Avenue between Van Nuys and Woodman Avenues), so that more transit users can much more easily access the currently too-little-patronized and too-few Ventura Boulevard buses -- and increase Ventura Boulevard bus patronage as a result!

**Extend the Van Nuys-Studio City DASH line to the Universal City Red Line station,** and thereby greatly increase its patronage (and then revert to this DASH's previous three-times-an-hour schedule). The eastern terminus of this DASH at Ventura and Laurel Canyon Boulevards makes this DASH much less useful than it would be with this extension.

**Add bus and DASH capacity and frequency where major new residential developments will add hundreds and thousands of new commuters and (otherwise) drivers to our already-overcrowded arterials and**

**streets** (for example, along Riverside Drive where the new IMT development between Whitsett and Laurel Canyon Boulevard is about to open) and then intensely promote this public transportation!

Use bus-side banners to **advertise the *subway and light rail lines* that buses on certain bus lines connect to** (e.g., the Universal City Red Line station on the Ventura Boulevard buses and the Van Nuys Metrolink/Amtrak station on the Van Nuys Boulevard buses).

Use bus-side banners to **advertise the *major entertainment centers and cultural attractions* that buses on some bus lines connect to** (e.g., the Universal City Citywalk and Studios on the Ventura Boulevard buses).

Use bus-side banners to **advertise the *major events* that buses on some bus lines connect to** (e.g., the CBS Studios Fourth of July event on the Ventura Boulevard buses -- the streets around the CBS Studios and Ventura Boulevard are seriously clogged on the fourth of July, producing a lot of air pollution during this typically dirtier-air summer evening [not to mention the pollution from fireworks]).

Design and implement **uniquely- and brightly-colored LED bus headsigns that visually distinguish approaching buses from other vehicles**, and that **distinguish local from BRT buses**.

Install **last-departure-time digital signage at all subway and light rail stations**, to encourage greater use of the City's light rail lines (and the bus lines that connect with them).

Design and install **low-cost sunshades at the City's most sun-drenched bus and DASH Connector stops** (these can double as **a new set of visually prominent MTA and DASH Connector bus stop signs**: see next item).

Design and install **a new set of visually prominent MTA and DASH Connector bus stop signs** (each uniquely numbered).

Partner with a home-garden chain to create and maintain **hyper-colorful flower gardens on the bus stop kiosk roofs** of the most important bus stops (or on all or most of the bus stops!).

Commission "**lenticular**" **visual artworks** -- vertically-sawtoothed artworks on the back walls of bus stop kiosks that are parallel to roadways, and on walls parallel to light rail and subway tracks in stations, **that present two related images, realistic or abstract, or a pair of color fields that *change from one to the other as passengers in cars and buses, and on light rail and subway trains, move past* in either direction.** (This refers only to simple lens-less lenticulars; see these examples: <http://9bytz.com/lenticular-street-art/>.)

**Bus ad-wraps (and DASH Connector branding rear-side wraps) should be required to leave an uncovered clear-window horizontal strip at average eye level or eye-oval** so bus riders can see outside the bus!

The very useful and very inexpensive local DASH connector services should much more robustly promote themselves with, for example, **proclamation of their low fares right on the vehicles** ("Only 50 Cents!") and **with large wall maps of adjacent DASH routes near the entrances of major retail sites** (e.g., Trader Joe's, Westfield Mall, Ralph's, CVS Drugs on the Van Nuys-Studio City DASH route).

Investigate the possibility of installing **mobile device charging outlets next to wall seats on Metro buses and subway cars**.

A great additional reason to *Go Metro!*

**Public restrooms at the major transit hubs** (even if they are only Porta-Potties within art-enhanced shells) would encourage more Angelenos to ride the buses and trains and walk the streets!

**Encourage retail, dining, entertainment, and other public venues and event organizers to consistently provide transit info about their locations**: which bus lines, connecting with which subway and light rail

lines, reach their locations -- and create a Metro/LADOT address-responsive 'widget' or other online plug-in that can easily be added to their websites, e-mails, and mobile messaging with this data.

**Remind the public** (and clarify with LADOT DASH and Metro bus drivers) **that cats in carriers and dogs on leashes are "good to go" on transit!** (Pet owners without cars need transit to convey their pets to and from veterinaries, for example.)

### *Re [Pedestrian-Enhanced Districts \(PEDs\) Information Guide:](#)*

**No Idling signage** to discourage curbside idling vehicles and the headlight glare they project along sidewalks.

Work with State legislators to pass a law that will use the biannual car-registration smog-inspection program to find and **require removal of exhaust modifications and after-market exhaust 'resonator' devices that generate unnecessary 'recreational noise' and vibration.**

Investigate installation of pedestrian-footfall-electricity-generating **piezo-electric paving stones from Pavegen** ([www.pavegen.com](http://www.pavegen.com)).

Create a "**Crack Corps**" of **GPS-and-mobile-equipped volunteers and City workers to ferret out and mark with bright paint sidewalk tripping hazards** (see my commentary at [www.newtimeslo.com/letters-to-the-editor/6102/form-a-crack-corps/](http://www.newtimeslo.com/letters-to-the-editor/6102/form-a-crack-corps/)).

### *Re [Vehicle-Enhanced Network \(VEN\) Information Guide:](#)*

Install **dynamic signage that informs drivers of current traffic signal-progression speed** to enable smooth, quiet, safe, and lower-emissions driving and car movement.

Encourage or catalyze creation of a new **GPS-enabled app for cars that will warn drivers** (perhaps with an audio tone and/or dashboard visual display) **when they are approaching one of the City's collision- and accident-prone intersections or roadway sites.**

Promote **moderate, fuel-efficient "eco-driving" for pedestrian safety as well as for carbon emissions and local air pollution reduction** -- and to protect the City's four-footed "pet-estrians" who share the mean streets -- possibly along with State legislation to mandate VMT-based auto insurance.

### *Re [Bicycle-Enhanced Network \(BEN\) Information Guide:](#)*

A "**Be Bright @ Night**" program to encourage the nighttime wearing of white/light-clothing when walking or bicycling, for pedestrian and bicyclist safety. As a pedestrian, I have observed a troubling number of nighttime bicyclists riding without lights, reflectors, or light-colored clothing -- on black-colored bikes to boot!

Gregory D. Wright <bg534@lafn.org>

Hello LA2B.

Following are eight ideas I am submitting for consideration by the LA2B Mobility Plan team (the first couple I have submitted in the webform for this evening's LA2B Webinar). I hope these have an opportunity for consideration by the team going forward!

I have a number of additional ideas that I would like to submit later.

Gregory Wright, Sherman Oaks  
[greg@newciv.org](mailto:greg@newciv.org)

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## Proposals for the LA2B Mobility Plan:

### *Re [Pedestrian-Enhanced Districts \(PEDs\) Information Guide](#):*

**No Idling signage** to discourage curbside idling vehicles and the headlight glare they project along sidewalks.

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Investigate installation of pedestrian-footfall-electricity-generating **piezo-electric paving stones from Pavegen** ([www.pavegen.com](http://www.pavegen.com)).

### *Re [Transit-Enhanced Network \(TEN\) Information Guide](#):*

Investigate possibility of installing **mobile device charging outlets next to wall seats on Metro buses and subway cars.** A great additional reason to *Go Metro!*

The very useful and very inexpensive local DASH connector services should much more robustly promote themselves with, for example, **proclamation of their low fares right on the vehicles** ("Only 50 Cents!") and with **large wall maps of adjacent DASH routes near the entrances of major retail sites** (e.g., Trader Joe's, Westfield Mall, Ralph's, CVS Drugs on the Van Nuys-Studio City DASH route).

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A "**Be Bright @ Night**" program to encourage the nighttime wearing of white/light-clothing when walking or bicycling, for pedestrian and bicyclist safety.

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[Pedestrian-Enhanced Districts \(PEDs\) Information Guide](#)

[Bicycle-Enhanced Network \(BEN\) Information Guide](#)

[Transit-Enhanced Network \(TEN\) Information Guide](#)

[Vehicle-Enhanced Network \(VEN\) Information Guide](#)

My La: [\(213\) 978-1213](tel:2139781213) / Claire Bowin: [\(213\) 978-1194](tel:2139781194)

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*GREGORY WRIGHT / WRIGHT THINKING*  
[greq@newciv.org](mailto:greq@newciv.org) = [bq534@lafn.org](mailto:bq534@lafn.org)

**Hartley Voss** <hartleyvoss@me.com>

It is great to see bike lanes appearing around the city, for example on Darwin Avenue in Lincoln Heights. But these lanes are relatively useless/unimportant. Riding Darwin was safe before.

Fundamental gaps in the bike system like 7th street in downtown, or a connection from the civic center through Chinatown to the LA River path, are gapping and dangerous. These are places where bike lanes really count, and so far it is these very important areas that have been neglected when they should have been fast tracked.

I hope that 7th street will be addressed sooner rather than later, with a separated cycle track. If other cities can do with faster, it really makes you wonder about LA's competitiveness!

Thank you,

Hartley Voss  
215 W. 5th St.  
LA, CA 90013

The extra lanes for vehicular traffic on 7th do nothing to improve vehicle safety (and almost every other cross street in downtown is a dedicated one-way, car-centric artery). The bike lanes would go a long way towards making the cross town 7th street route safer for bikes which currently have NOT ONE cross town route through downtown.

For a connection between the river/civic center, I would advocate painting bike lanes on Broadway all the way through chinatown all the way past the bridge crossing the river. Hill already has two lanes. This is a pedestrian friendly neighborhood and LADOT should not shy away from putting lanes right into the heart of such places which would benefit from the improved street scape experience for shoppers and people walking around the area.

Long term, the river path needs to be extended over/under the metrolink tracks and installed all the way through downtown. But something is needed on this front as soon as possible as cyclists are riding in 45+ mile an hour mixed traffic at present to get in/out of downtown to the river.



Juliet Oh &lt;juliet.oh@lacity.org&gt;

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**Fwd: Mobility Element EIR scoping comments**

1 message

**My La** <my.la@lacity.org>

Mon, Apr 8, 2013 at 3:27 PM

To: Juliet Oh &lt;Juliet.Oh@lacity.org&gt;

----- Forwarded message -----

From: **Jay Ross** <ross\_jay@hotmail.com>

Date: Fri, Apr 5, 2013 at 10:12 AM

Subject: Mobility Element EIR scoping comments

To: "my.la@lacity.org" &lt;my.la@lacity.org&gt;

To My La:

I object to the vehicle-enhanced improvements that are included in the EIR scoping for the Mobility Element, and they should be deleted from the Element. Olympic Blvd. should not be turned into a raceway. It's already fast and dangerous enough.

I support the transit, pedestrian and bicycle improvements, especially Barrington Ave. in my West LA neighborhood. This, however, should not eliminate the bicycle lanes on Bundy Ave. that are already approved in the Master Bicycle Plan.

You must review the road widening in terms of "induced demand". Statements that they will improve traffic flow are false. As soon as you add capacity or increase flow, other drivers will see that and switch to that same route. And persons who previous walked, rode bikes, rode transit will switch to cars because they see that new open capacity.

So, the number of cars will not stay the same and traffic will now flow faster. The number of cars will increase after the widenings (synchronization of signals, more left turn lanes, etc.), and congestion will be just as bad as before.

The result will be continued environmental and geopolitical disaster. Global warming will increase, the economy will suffer and jobs will be lost from worse weather, rising oceans, droughts, lost farm production, and cancer, asthma and other disease will increase from the greater pollution from more cars.

I know you guys understand this, so I expect the emphasis should be on REDUCING car traffic.

Jay Ross  
1721 S. Granville Ave.  
West LA, CA 90025-1803  
[310 979 9255](tel:3109799255)  
[Ross\\_Jay@Hotmail.com](mailto:Ross_Jay@Hotmail.com)

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Joyce Dillard <dillardjoyce@yahoo.com>

City of Los Angeles Mobility Element Update is not true to its name.

What group of people are you considering under this Mobility Element?

You state:

*The Mobility Element Update is being prepared in compliance with the 2008 Complete Streets Act (Assembly Bill 1358), which mandates that the circulation element of the General Plan be modified to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, in a manner that is suitable to the rural, suburban, or urban context of the general plan.*

Comments:

This is not Complete Streets nor is it the Circulation Element as advised by the Governor's Office of Planning and Research.

In fact we see no economic planning for GOODS MOVEMENT. Nor do we see PIPELINES addressed, their mapping and condition. This is important to the FINANCIAL MARKETS nationally and internationally, and makes skew information relevant to investors.

The Statues that need to be covered are:

*§65302(b)*

*Requirements:*

*The general plan requires the inclusion of a circulation element*

*§65302(b)*

*Requirements:*

*A circulation element shall consist of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, any military airports and ports, and other local public utilities and facilities, all correlated with the land use element of the plan.*

*§65302(b)(2)(A)*

*Requirements:*

*Commencing January 1, 2011, upon any substantive revision of the circulation element, the legislative body shall modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan.*

You also need to address the requirements of ARCHITECTURAL AND TRANSPORTATION BARRIERS COMPLIANCE BOARD and any other disability issues.

All Clean Water Act and Clean Air Act issues should be addressed.

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Joyce Dillard  
P.O. Box 31377  
Los Angeles, CA 90031

Malcolm Carson <MCarson@chc-inc.org>

Hello Ms. La:

CHC will be submitting comments as a whole, but as a resident of the Baldwin Hills area I wanted to have a brief separate conversation with you about the situation in my neighborhood. On the map it shows a bike lane on a section of Rodeo connecting from MLK that abruptly ends at Redondo, apparently redirecting bike traffic north from there to Jefferson and then west on Jefferson to Hauser and north from there. Aside from the lack of a crossing signal at Redondo, the first most obvious problem with that, and correct me if I'm wrong, is Redondo dead ends at the Exposition Line tracks going north from Rodeo. In fact, it's a real issue because there are no north south connections across the tracks between La Brea and La Cienega Boulevards, neither of which would be considered bikeable streets, even under the most optimistic of plans going forward. The other issue is that I'm not sure if anyone has done counts, but as a resident and bicyclist, I can testify that there is a lot of bicycle traffic on Rodeo going west of Redondo. It might be helpful to pull out a Culver City bike map, but at the western terminus of Rodeo at the Culver City border there are three major bike routes: bike lanes on Jefferson, which provides the only through bikeable north/south connection through the Baldwin Hills for really miles in either direction (for a riddle, tell me how someone might bicycle from the Baldwin Hills area to Slauson/Fairfax, Ladera Heights, Inglewood, etc!); a bike boulevard on Hauser that provides the most direct connection between South LA and downtown Culver City; and the Ballona Creek bike path, which of course is a very popular way for cyclists from South LA and Mid-City to bike to the beach, not to mention a number of parks and open spaces along the way.

In sum, I think the existing proposal correctly identifies a great need for both an enhanced east-west bike lane on Rodeo and a north-south connection between La Brea and La Cienega. With respect to the latter, one solution might be to connect directly from Hauser down to Rodeo. Hauser does have a crossing gate across Expo, but then the street itself immediately dead-ends in an industrial area. But there is a DWP right of way and then a school and recreation center right there, and then Hauser starts up again with a signalized (school) crossing at Rodeo. So, if you were able to get DWP to give an easement for a path for just a few yards there right south of Jefferson, and then also for a few more yards going south from Hauser and Coliseum into Kenneth Hahn Park, you would then be able to ride north-south on Hauser from the Fairfax District all the way down to Rodeo and then into the Park, and then connect to the Park to Playa biking/walking trail that is currently under construction in the park, and from there hopefully plans could be made with LA County and Inglewood to connect further south.

Just a few thoughts. Thanks for listening.

D. Malcolm Carson  
General Counsel and Policy Director for Environmental Health  
Community Health Councils  
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Los Angeles, CA 90008  
[323\) 295-9372 ext 239](tel:3232959372)  
[www.chc-inc.org](http://www.chc-inc.org)

I am a property owner on Overland Avenue between Pico and Olympic Boulevard. This morning I was informed by my neighbor, Shannon Burns, that our portion of Overland is listed on the city's new mobility map for the new project, LA [2B](#). I would suggest that the DOT maps should reflect the correct the designation of our street to collector road before the city starts implementing 'mobility' plans that clearly will be a detriment to our street. We were assured by the City Council and then [Councilmember Villaraigosa](#), before he was elected mayor that the portion of Overland between Pico and Santa Monica Boulevard would be [redesignated](#). As I recall, there was a photo op with the city council members and some of the Overland neighbors at City Hall. I remember my son was a newborn at the time. He will be entering Fourth grade this fall. Yet, despite the [redesignation](#), the city and the DOT continues to consider Overland as a secondary highway. I would like to know when the maps are going to be changed to reflect the [redesignation](#).

All of the Light Rail or Buss Way project should either be elevated or subway....

Building these projects at street level blocks and delays street traffic but the street level rail and buss have a high number of accidents.

Subways are best but too expensive. Elevated Rail or Buss Ways are faster to build, less costly than subways, and since there are no street grade crossings there are no train / buss Auto accidents.

The trains / buss accidents on street level tracks delay all traffice; both commuter and auto, and cost taxpayers more money ..

Raiford Langford 818 / 784-9341 [mandrai@aol.com](mailto:mandrai@aol.com)  
3708 Beverly Ridge Dr. Sherman Oaks, CA 01423