

## Chapter 5 Mitigation Monitoring and Reporting Program

CEQA requires agencies that adopt EIRs and mitigated negative declarations (MNDs) to take affirmative steps to determine that approved mitigation measures are implemented subsequent to project approval.

Effective January 1, 1989, CEQA was amended to add Section 21081.6, implementing Assembly Bill 3180. As part of CEQA's (state-mandated) environmental review procedures, Section 21081.6 requires a public agency to adopt a reporting or monitoring program for assessing and ensuring efficacy of any mitigation measures applied to a proposed project. Specifically, the lead or responsible agency must adopt a reporting or monitoring program for mitigation measures incorporated into a project or imposed as conditions of approval. The program must be designed to ensure compliance during project implementation. As stated in Public Resources Code Section 21081.6 (a) (1):

*The public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation. For those changes which have been required or incorporated into the project at the request of a responsible agency or a public agency having jurisdiction by law over natural resources affected by the project, that agency shall, if so requested by the lead agency or a responsible agency, prepare and submit a proposed reporting or monitoring program.*

Assembly Bill 3180 provides general guidelines for implementing mitigation monitoring and reporting programs (MMRPs). Specific reporting and/or monitoring requirements, which are to be enforced during project implementation, shall be defined prior to final approval of the proposal by the responsible decision maker(s). In response to established CEQA requirements and those of Assembly Bill 3180 (Public Resources Code Section 21000 et seq.), the proposed MMRP for the Wilshire BRT project shall be submitted for adoption by the decision makers prior to completion of the environmental review process. LACMTA, LADOT, and the Los Angeles County Department of Public Works (LACDPW) will use this MMRP to ensure compliance with mitigation measures associated with execution of the proposed project. Under each identified resource, the mitigation measure(s) identified in the Draft EIR/EA and the implementation and monitoring requirements are discussed. The implementation and monitoring requirements set forth in this MMRP are as follows:

- Party Responsible for Implementation of Mitigation;
- Implementation Phase;
- Party Responsible for Monitoring Activity;
- Monitoring Activity;
- Monitoring Period;
- Monitoring Frequency; and
- Outside Agency Coordination.

Mitigation is required to address significant or potentially significant impact(s) on the following issue areas:

- Traffic; and
- Construction.

Although impact(s) on the following resource areas are expected to be less than significant, mitigation is nonetheless proposed to ensure that any potential impact(s) remain less than significant:

- Air Quality; and
- Noise.

Table 5-1 presents the MMRP for the project proposed under Alternative A – Truncated Project Without Jut-out Removal.

**Table 5-1: Mitigation Monitoring and Reporting Program**

Mitigation Measure	Responsible Party	Implementation Phase	Monitoring Party	Monitoring Activity	Monitoring Period/Frequency	Outside Agency Coordination
<i>Traffic</i>						
<p><b>T-1:</b></p> <ul style="list-style-type: none"> <li>Barrington Avenue/Wilshire Boulevard – The traffic signal at this intersection shall be modified to include a westbound “Protected plus Permitted” phase. By adding a “protected” left-turn phasing (a left-turn arrow), traffic operations can be improved and delay reduced, and the project impact at this location would be eliminated.</li> <li>Veteran Avenue/Wilshire Boulevard – The eastbound and westbound bus lanes from mid-block Veteran Avenue/Gayley Avenue to Sepulveda Boulevard would be eliminated. By eliminating the bus lanes along this segment of the project corridor and allowing other through vehicles into the curb lane, the project impact at this location would be eliminated.</li> <li>Westwood Boulevard/Santa Monica Boulevard – The southbound approach shall be restriped to add a second left-turn lane, and the southbound left-turn signal phasing shall be modified to “Protected” phasing. By adding a “protected” left-turn phasing, traffic operations can be improved and delay reduced, and the project impact at this location would be eliminated.</li> <li>Beverly Glen Boulevard/Olympic Boulevard – The traffic signal shall be modified to include a northbound “Protected plus Permitted” phase. By adding a “Protected plus Permitted” left-turn phasing (a left-turn arrow [and left</li> </ul>	LADOT	Prior to project operation	LADOT	<ul style="list-style-type: none"> <li>Check plans for intersection reconfiguration</li> <li>Check that mitigation measures are implemented</li> </ul>	Once at completion of construction and prior to project operation	None

**Table 5-1: Mitigation Monitoring and Reporting Program (Continued)**

Mitigation Measure	Responsible Party	Implementation Phase	Monitoring Party	Monitoring Activity	Monitoring Period	Outside Agency Coordination
<i>Traffic (Continued)</i>						
<p>turners can also turn on green]) for heavy turning movements, traffic operations can be improved and delay reduced, and the project impact at this location would be eliminated.</p> <ul style="list-style-type: none"> <li>• Sepulveda Boulevard/Pico Boulevard – The traffic signal shall be modified to include eastbound and southbound “Protected plus Permitted” phases. By adding a “Protected plus Permitted” left-turn phasing for heavy turning movements, traffic operations can be improved and delay reduced, and the project impact at this location would be eliminated.</li> <li>• Highland Avenue/3<sup>rd</sup> Street – The traffic signal shall be modified to include a westbound “Protected plus Permitted” phase. By adding a “Protected plus Permitted” left-turn phasing for heavy turning movements, traffic operations can be improved and delay reduced, and the project impact at this location would be eliminated.</li> <li>• Alvarado Street/6<sup>th</sup> Street – The traffic signal shall be modified to include eastbound and westbound “Protected plus Permitted” phases. By adding a “Protected plus Permitted” left-turn phasing for heavy turning movements, traffic operations can be improved and delay reduced, and the project impact at this location would be eliminated.</li> </ul>						

**Table 5-1: Mitigation Monitoring and Reporting Program (Continued)**

Mitigation Measure	Responsible Party	Implementation Phase	Monitoring Party	Monitoring Activity	Monitoring Period	Outside Agency Coordination
<i>Traffic (Continued)</i>						
<ul style="list-style-type: none"> <li>• Highland Avenue/Wilshire Boulevard – The traffic signal shall be modified to include a westbound “Protected plus Permitted” phase. By adding a “Protected plus Permitted” left-turn phasing for heavy turning movements, traffic operations can be improved and delay reduced, and the project impact at this location would be eliminated.</li> <li>• Fairfax Avenue/Olympic Boulevard The traffic signal phasing shall be modified to improve efficiency, and an Adaptive Traffic Control System (ATCS) shall be installed at eight intersections on Olympic Boulevard between Fairfax Avenue and La Brea Avenue. The ATCS is a personal computer-based program that provides a fully responsive method to accommodate real-time (actual) traffic conditions. The expected benefit to traffic flow is a reduction in the volume-to-capacity (V/C) ratio of 0.03 at the eight upgraded intersections, which corresponds to a 7.5 second reduction in overall intersection delay.</li> <li>• La Brea Avenue/Olympic Boulevard – The traffic signal shall be modified to include an eastbound “Protected plus Permitted” phase. By adding a “Protected plus Permitted” left-turn phasing for heavy turning movements, traffic operations can be improved and delay reduced, and the project impact at this location would be eliminated.</li> </ul>						

**Table 5-1: Mitigation Monitoring and Reporting Program (Continued)**

Mitigation Measure	Responsible Party	Implementation Phase	Monitoring Party	Monitoring Activity	Monitoring Period	Outside Agency Coordination
<b>Traffic (Continued)</b>						
<ul style="list-style-type: none"> <li>Highland Avenue/Olympic Boulevard – The traffic signal shall be modified to include a westbound “Protected plus Permitted” phase. By adding a “Protected plus Permitted” left-turn phasing for heavy turning movements, traffic operations can be improved and delay reduced, and the project impact at this location would be eliminated.</li> <li>Crenshaw Boulevard/Olympic Boulevard – ATCS shall be installed at six intersections along Olympic Boulevard between La Brea Avenue and Crenshaw Boulevard. The expected benefit to traffic flow is a reduction in the volume-to-capacity (V/C) ratio of 0.03 at the six upgraded intersections, which corresponds to a 7.5 second reduction in overall intersection delay.</li> </ul>						
<b>Air Quality</b>						
<b>AQ-1:</b> To the extent applicable and practicable, minimize, reuse, and recycle construction-related waste.	LADOT	During project construction	LADOT	<ul style="list-style-type: none"> <li>Ensure that mitigation measure is carried out by construction team/ contractor</li> </ul>	Throughout project construction	None
<b>AQ-2:</b> Minimize grading, earth-moving, and other energy-intensive construction practices.	LADOT	During project construction	LADOT	<ul style="list-style-type: none"> <li>Ensure that mitigation measure is carried out by construction team/ contractor</li> </ul>	Throughout project construction	None

**Table 5-1: Mitigation Monitoring and Reporting Program (Continued)**

Mitigation Measure	Responsible Party	Implementation Phase	Monitoring Party	Monitoring Activity	Monitoring Period	Outside Agency Coordination
<i><b>Air Quality (Continued)</b></i>						
<b>AQ-3:</b> To the extent applicable and practicable, replacement trees or landscaping shall be provided.	LADOT and LACDPW	During project construction	LADOT and LACDPW	<ul style="list-style-type: none"> <li>Ensure that mitigation measure is carried out by construction team/contractor</li> </ul>	Throughout project construction	None
<b>AQ-4:</b> To the extent applicable and practicable, use solar power or electricity from power poles rather than temporary diesel power generators.	LADOT and LACDPW	During project construction	LADOT and LACDPW	<ul style="list-style-type: none"> <li>Ensure that mitigation measure is carried out by construction team/contractor</li> </ul>	Throughout project construction	None
<i><b>Noise</b></i>						
<b>N-1:</b> To the extent applicable, practicable, and feasible, all noise-producing construction equipment and vehicles using internal combustion engines shall be equipped with mufflers, air-inlet silencers where appropriate, and any other shrouds, shields, or other noise-reducing features in good operating condition that meet or exceed original factory specification. Mobile or fixed “package” equipment (e.g., arc-welders, air compressors) may be equipped with shrouds and noise control features that are readily available for that type of equipment.	LADOT and LACDPW	During project construction	LADOT and LACDPW	<ul style="list-style-type: none"> <li>Ensure that mitigation measure is carried out by construction team/contractor</li> </ul>	Throughout project construction	None
<b>N-2:</b> To the extent applicable, practicable, and feasible, electrically powered equipment shall be used instead of pneumatic or internal combustion powered equipment.	LADOT and LACDPW	During project construction	LADOT and LACDPW	<ul style="list-style-type: none"> <li>Ensure that mitigation measure is carried out by</li> </ul>	Throughout project construction	None

**Table 5-1: Mitigation Monitoring and Reporting Program (Continued)**

Mitigation Measure	Responsible Party	Implementation Phase	Monitoring Party	Monitoring Activity	Monitoring Period	Outside Agency Coordination
<i>Noise (Continued)</i>						
				construction team/ contractor		
<b>N-3:</b> The use of noise-producing signals, including horns, whistles, alarms, and bells, shall be for safety warning purposes only.	LADOT and LACDPW	During project construction	LADOT and LACDPW	<ul style="list-style-type: none"> <li>Ensure that mitigation measure is carried out by construction team/ contractor</li> </ul>	Throughout project construction	None
<b>N-4:</b> No project-related public address or music system shall be audible at any adjacent receptor.	LADOT and LACDPW	During project construction	LADOT and LACDPW	<ul style="list-style-type: none"> <li>Ensure that mitigation measure is carried out by construction team/ contractor</li> </ul>	Throughout project construction	None
<i>Construction</i>						
<p><b>C-1:</b> The City and County of Los Angeles shall prepare a traffic management plan to facilitate the flow of traffic during construction. The plan shall include the following:</p> <ul style="list-style-type: none"> <li>Implement diversions/detours to facilitate traffic flow throughout the construction zones;</li> <li>Implement traffic control devices and flagmen/traffic officers, if possible, to maintain traffic flow throughout the construction zones; and</li> <li>Implement a public outreach/education program to inform the public about the planned construction process and encourage motorists to consider alternate travel routes.</li> </ul>	LACMTA, LADOT, and LACDPW	During project construction	LADOT and LACDPW	<ul style="list-style-type: none"> <li>Ensure that a traffic mitigation plan is completed and implemented by construction team/ contractor</li> <li>Public outreach/education program to be implemented by LACMTA</li> </ul>	Throughout project construction	None

**Table 5-1: Mitigation Monitoring and Reporting Program (Continued)**

Mitigation Measure	Responsible Party	Implementation Phase	Monitoring Party	Monitoring Activity	Monitoring Period	Outside Agency Coordination
<i>Construction (Continued)</i>						
<p><b>C-2:</b> The City and County of Los Angeles shall develop Worksite Traffic Control plans to accommodate required pedestrian and traffic movements. The plan shall include the following:</p> <ul style="list-style-type: none"> <li>• Location of any roadway/lane or sidewalk closure;</li> <li>• Traffic detours and haul routes;</li> <li>• Hours of operation;</li> <li>• Protective devices and warning signs; and</li> <li>• Access to abutting properties.</li> </ul>	LADOT, and LACDPW	During project construction	LADOT and LACDPW	<ul style="list-style-type: none"> <li>• Ensure that a worksite traffic control plan is completed and implemented by construction team/contractor</li> </ul>	Throughout project construction	None
<p><b>C-3:</b> The City and County of Los Angeles shall develop a Construction Phasing and Staging Plan to minimize the inconvenience to businesses and motorists within the construction zones. The plan shall control the impacts of construction in any segment by limiting the areas that may be constructed at a particular time.</p>	LADOT, and LACDPW	During project construction	LADOT	<ul style="list-style-type: none"> <li>• Ensure that a construction phasing and staging plan is completed and implemented by construction team/contractor</li> </ul>	Throughout project construction	None