

Chapter 5 Alternatives to the Proposed Project

5.1 Introduction

CEQA requires that an EIR describe a range of reasonable alternatives to the project or to the location of the project that could feasibly avoid or lessen any significant environmental impacts while substantially attaining the basic objectives of the project. An EIR should also evaluate the comparative merits of the alternatives. This chapter describes potential alternatives to the proposed project that were considered but eliminated from further consideration and the reasons for dismissal, as well as those alternatives that have been carried forward for analysis in comparison to the potential environmental impacts associated with the proposed project.

Key provisions of the CEQA Guidelines (Section 15126.6) pertaining to the alternatives analysis are summarized below.

- The discussion of alternatives will focus on alternatives to the project or its location that are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly.
- The No Project Alternative will be evaluated along with its impact. The No Project analysis will discuss existing conditions (2010), as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved based on current plans and consistent with available infrastructure and community services.
- The range of alternatives required in an EIR is governed by a “rule of reason”; therefore, the EIR must evaluate only those alternatives necessary to permit a reasoned choice. The alternatives will be limited to ones that would avoid or substantially lessen any of the significant effects of the project.
- An EIR need not consider an alternative with effects that cannot be reasonably ascertained, when implementation is remote and speculative, and if its selection would not achieve the basic project objectives.

The range of feasible alternatives is selected and discussed in a manner to foster meaningful public participation and informed decision-making. Among the factors that may be taken into account when addressing the feasibility of alternatives, as described in CEQA Guidelines Section 15126.6(f)(1), are environmental impacts, site suitability, economic viability, availability of infrastructure, general plan consistency, regulatory limitations, jurisdictional boundaries, and whether the proponent could reasonably acquire, control, or otherwise have access to the alternative site.

As presented in Chapter 2, Project Description, the goals and objectives of the proposed project are as follows:

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

5.2 Alternatives Considered

5.2.1 No Project Alternative

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

Impacts

The following environmental impacts would be expected under the No Project Alternative. The respective Environmental Setting discussions for each area of potential impact are addressed in detail throughout Chapter 4 of this document.

Traffic, Circulation, and Parking

No impact on transportation, circulation, or parking would occur under this alternative.

Under the No Project Alternative, no construction activity would occur, no changes in operational conditions would occur, and no new trips or change in existing travel patterns would occur. Existing conditions would continue under this alternative. Impacts anticipated under the proposed project would not occur. No mitigation measures would be required under this alternative.

Air Quality

No air quality impact would occur under this alternative.

Construction activities would not occur within the project corridor under the No Project Alternative. Thus, associated VOC, NO_x, CO, SO_x, PM_{2.5}, and PM₁₀ emissions resulting from construction activity that would occur with the proposed project would not be generated under this alternative.

Existing air quality conditions would continue to occur under this alternative. As included in Table 4.2-3, monitoring data show the following pollutant trends under existing conditions: both State 1-hour and 8-hour O₃ standards were exceeded an average of four times each year at both stations. Particulate (PM₁₀ and PM_{2.5}) concentrations are largely affected by meteorology and show some variability during the 3-year reporting period. The State 24-hour PM₁₀ standard was exceeded three times in 2006, five times in 2007, and twice in 2008, while the national standard was not exceeded during the 3-year reporting period. The national PM_{2.5} standard was exceeded 11 times in 2006, 20 times in 2007, and 10 times in 2008. These trends would continue to occur without the proposed project. No mitigation measures, particularly for project construction, would be required under this alternative.

Cultural Resources (Historical, Archaeological and Paleontological)

No impact on cultural resources would occur under this alternative.

Under the No Project Alternative, the project corridor would remain in its current state. As no construction would occur under the No Project Alternative, there would be no potential for historic or subsurface cultural resources to be disturbed. Therefore, no impacts on historic, archaeological, or paleontological resources would occur. No mitigation measures would be required under this alternative.

Noise and Vibration

No impact due to noise and vibration would occur under this alternative.

Under the No Project Alternative, increased noise levels associated with construction would not occur. Existing noise conditions would continue to occur. Without the proposed project, traffic noise levels are predicted to increase from 0 to 2 dBA. This would be considered a less than significant impact. No construction vibration or groundborne noise impacts would occur. The No Project Alternative would not change vibration or groundborne noise levels from existing conditions along the project corridor.

No impact would occur, and no mitigation measures would be required under this alternative.

Land Use and Planning

No impact on land use and planning would occur under this alternative.

Under the No Project Alternative, transportation improvements to portions of the Wilshire corridor would not occur. The conversion of existing curb lanes to peak period bus lanes and the restriping and widening of some existing portions of the Wilshire corridor would not occur. The Wilshire corridor would remain in its existing condition. No impacts to land use would occur, and no mitigation measures would be required under this alternative.

Aesthetics

No impact on visual resources would occur under this alternative.

Under the No Project Alternative, the improvements under the proposed project would not be implemented. No construction activities would take place, and no street facilities would be altered. Therefore, no visual impacts would occur. No mitigation measures would be required under this alternative.

Biology

No impact on biological resources would occur under this alternative.

Under the No Project Alternative, proposed improvements to 9.9 miles of the Wilshire corridor included under the proposed project would not be implemented. No street trees would be removed as a result of the corresponding jut-out removals that would occur under the proposed project. Therefore, no impacts on trees or on issues related to compliance with the Migratory Bird Treaty Act would occur. No mitigation measures would be required under this alternative.

Mitigation Measures

No significant impacts are expected under the No Project Alternative. Therefore, no mitigation measures are necessary.

5.2.2 Alternative A – Truncated Project Without Jut-out Removal

Alternative A – Truncated Project Without Jut-Out Removal would include the development of an 8.7-mile bus lane from the Wilshire Boulevard/S. Park View Street intersection to the Wilshire Boulevard/Centinela Avenue intersection. This alternative would eliminate the bus lane from Sepulveda Boulevard to mid-block Veteran Avenue/Gayley Avenue, totaling 0.3 mile.

Additionally, this alternative would eliminate the jut-out removal between Comstock Avenue and Malcolm Avenue (1.0 mile). The existing traffic lane would be converted to a bus lane in each direction between Comstock Avenue and Malcolm Avenue. In addition, Alternative A includes an additional 1.8 miles of curb lane reconstruction/resurfacing along Wilshire Boulevard.

The key differences between this alternative and the proposed project are summarized from east to west (in both the eastbound and westbound directions), as follows:

- Elimination of the bus lane between Valencia Street and S. Park View Street;
- Retention of the jut-outs between Comstock Avenue and Malcolm Avenue;
- Elimination of the bus lane from approximately 300 feet east of Veteran Avenue to the I-405 northbound ramps; and
- Additional reconstruction and resurfacing of curb lanes between Fairfax Avenue and San Vicente Boulevard and between the western boundary of the City of Beverly Hills to Westholme Avenue.

Figure 5-1 shows the improvements proposed under Alternative A from S. Park View Street on the eastern end to Centinela Avenue on the western end.

Impacts

Traffic, Circulation, and Parking

Significant unavoidable impacts on nine local intersections would occur under this alternative. However, as with the proposed project, impacts on local residential streets, parking, and emergency access and impacts related to transitional conflict between buses and automobiles would be less than significant.

Levels of Service

A traffic study was prepared by Iteris in March of 2010, which included analysis of Alternative A. The traffic study examined year 2012 and year 2020 with project alternative intersection Level of Service (LOS) conditions during the a.m. and p.m. peak hours at the 74 study intersections, as shown in Tables 5-1 through 5-4.

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

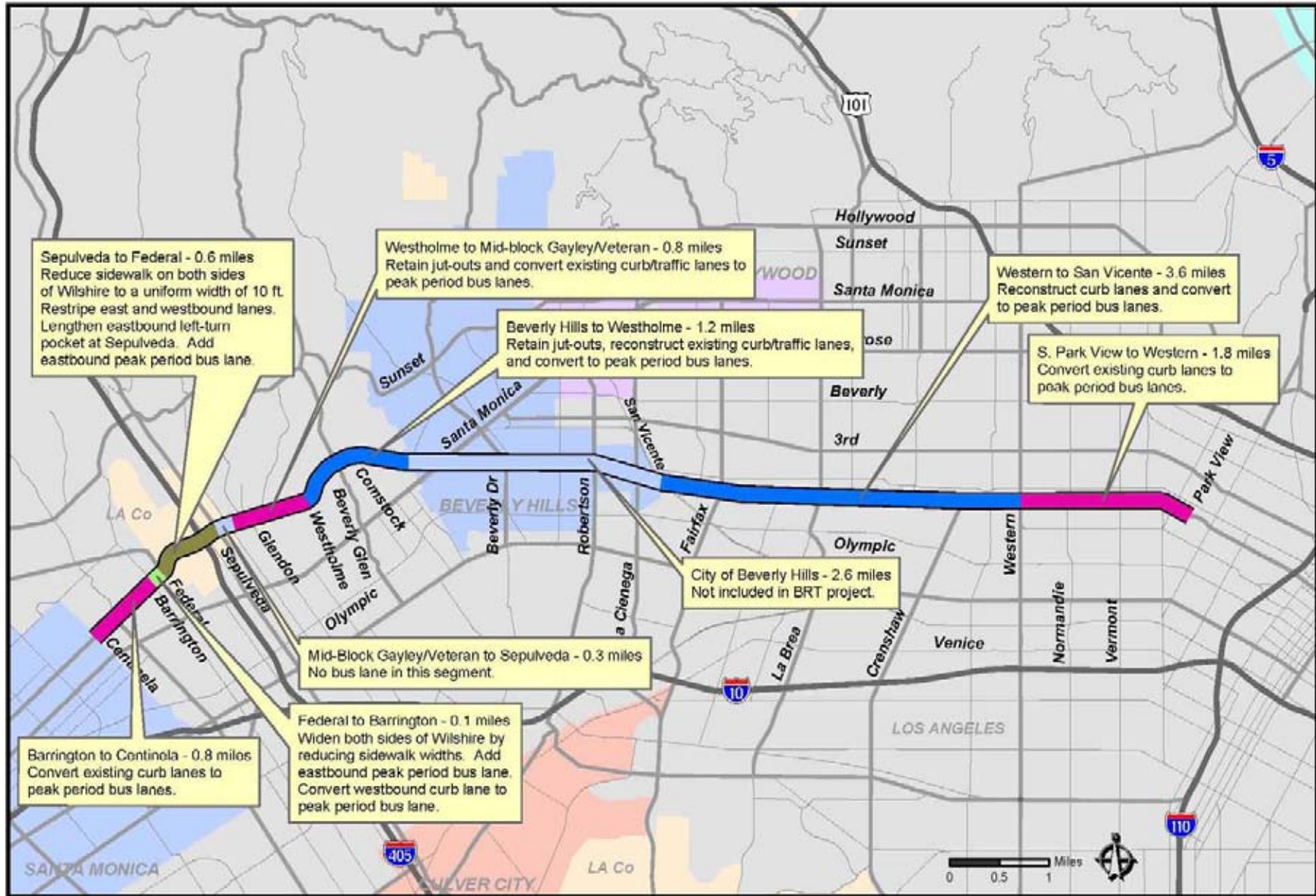


Table 5-1: Year 2012 With Alternative A AM Peak Hour Intersection LOS

| Intersection | 2012 Without Alternative A | | 2012 With Alternative A | | Change in Delay | Threshold | Significant Impact? |
|---|----------------------------|-----|-------------------------|-----|-----------------|-----------|---------------------|
| | Delay (sec) | LOS | Delay (sec) | LOS | | | |
| 1. Veteran Ave/Sunset Blvd | 92.3 | F | 90.8 | F | -1.5 | 2.5 | - |
| 2. S Beverly Glen Blvd/Sunset Blvd | 26.9 | C | 26.5 | C | -0.4 | 6.0 | - |
| 3. N Beverly Glen Blvd/Sunset Blvd | 118.0 | F | 117.7 | F | -0.3 | 2.5 | - |
| 4. Centinela Ave/Wilshire Blvd | 8.0 | A | 9.9 | A | 1.9 | - | - |
| 5. Bundy Dr/Wilshire Blvd | 60.3 | E | 96.9 | F | 36.6 | 2.5 | Yes |
| 6. Barrington Ave/Wilshire Blvd | 38.1 | D | 45.8 | D | 7.7 | 4.0 | Yes |
| 7. Federal Ave/Wilshire Blvd | 67.8 | E | 57.4 | E | * | 2.5 | - |
| 8. Sepulveda Blvd/Wilshire Blvd | 207.8 | F | 208.3 | F | 0.5 | 2.5 | - |
| 9. Veteran Ave/Wilshire Blvd | 236.4 | F | 218.9 | F | * | 2.5 | - |
| 10. Westwood Blvd/Wilshire Blvd | 66.8 | E | 49.7 | D | * | 4.0 | - |
| 11. Beverly Glen Blvd/Wilshire Blvd | 34.5 | C | 38.7 | D | 4.2 | 4.0 | Yes |
| 12. Comstock Ave/Wilshire Blvd | 20.6 | C | 20.7 | C | 0.1 | 6.0 | - |
| 13. Santa Monica Blvd/Wilshire Blvd | 87.3 | F | 54.1 | D | * | 4.0 | - |
| 14. Centinela Ave/Santa Monica Blvd | 16.6 | B | 15.6 | B | -1.0 | - | - |
| 15. Bundy Dr/Santa Monica Blvd | 16.9 | B | 17.1 | B | 0.2 | - | - |
| 16. Barrington Ave/Santa Monica Blvd | 16.5 | B | 16.8 | B | 0.3 | - | - |
| 17. Federal Ave/Santa Monica Blvd | 27.8 | C | 28.4 | C | 0.6 | 6.0 | - |
| 18. I-405 SB Ramps/Santa Monica Blvd | 26.8 | C | 26.9 | C | 0.1 | 6.0 | - |
| 19. I-405 NB Ramps/Santa Monica Blvd | 48.9 | D | 47.2 | D | -1.7 | 4.0 | - |
| 20. Sepulveda Blvd/Santa Monica Blvd | 46.4 | D | 40.1 | D | -6.3 | 4.0 | - |
| 21. Veteran Ave/Santa Monica Blvd | 20.6 | C | 21.7 | C | 1.1 | 6.0 | - |
| 22. Westwood Blvd/Santa Monica Blvd | 122.9 | F | 122.4 | F | -0.5 | 2.5 | - |
| 23. Overland Ave/Santa Monica Blvd | 30.0 | C | 29.6 | C | -0.4 | 6.0 | - |
| 24. Beverly Glen Blvd/Santa Monica Blvd | 60.7 | E | 61.2 | E | 0.5 | 2.5 | - |
| 25. Century Park W/Santa Monica Blvd | 20.5 | C | 20.0 | C | -0.5 | 6.0 | - |
| 26. Ave of the Stars/Santa Monica Blvd | 46.8 | D | 47.1 | D | 0.3 | 4.0 | - |
| 27. Century Park E/Santa Monica Blvd | 28.5 | C | 27.9 | C | -0.6 | 6.0 | - |
| 28. Bundy Dr/Olympic Blvd | 99.5 | F | 102.1 | F | 2.6 | 2.5 | Yes |
| 29. Barrington Ave/Olympic Blvd | 51.1 | D | 51.3 | D | 0.2 | 4.0 | - |
| 30. Sepulveda Blvd/Olympic Blvd | 33.9 | C | 35.0 | C | 1.1 | 6.0 | - |
| 31. Veteran Ave/Olympic Blvd | 23.8 | C | 22.8 | C | -1.0 | 6.0 | - |
| 32. Westwood Blvd/Olympic Blvd | 38.7 | D | 46.9 | D | 8.2 | 4.0 | Yes |
| 33. Overland Ave/Olympic Blvd | 37.6 | D | 40.7 | D | 3.1 | 4.0 | - |
| 34. Beverly Glen Blvd/Olympic Blvd | 67.2 | E | 67.3 | E | 0.1 | 2.5 | - |
| 35. Century Park W/Olympic Blvd | 15.0 | B | 15.4 | B | 0.4 | - | - |
| 36. Century Park E/Olympic Blvd | 42.6 | D | 42.5 | D | -0.1 | 4.0 | - |
| 37. Sepulveda Blvd/Pico Blvd | 53.0 | D | 54.5 | D | 1.5 | 4.0 | - |
| 38. Veteran Ave/Pico Blvd | 12.2 | B | 11.2 | B | -1.0 | - | - |
| 39. Westwood Blvd/Pico Blvd | 39.1 | D | 39.4 | D | 0.3 | 4.0 | - |
| 40. Overland Ave/Pico Blvd | 60.1 | E | 60.0 | E | -0.1 | 2.5 | - |
| 41. Fairfax Ave/3 rd St | 69.9 | E | 67.9 | E | -2.0 | 2.5 | - |

Table 5-1: Year 2012 With Alternative A AM Peak Hour Intersection LOS (Continued)

| Intersection | 2012 Without Alternative A | | 2012 With Alternative A | | Change in Delay | Threshold | Significant Impact? |
|--|----------------------------|-----|-------------------------|-----|-----------------|-----------|---------------------|
| | Delay (sec) | LOS | Delay (sec) | LOS | | | |
| 42. La Brea Ave/3 rd St | 34.5 | C | 34.3 | C | -0.2 | 6.0 | - |
| 43. Highland Ave/3 rd St | 69.6 | E | 71.6 | E | 2.0 | 2.5 | - |
| 44. Western Ave/3 rd St | 47.1 | D | 48.6 | D | 1.5 | 4.0 | - |
| 45. Vermont Ave/3 rd St | 42.3 | D | 41.8 | D | -0.5 | 4.0 | - |
| 46. Fairfax Ave/6 th St | 15.5 | B | 15.4 | B | -0.1 | - | - |
| 47. La Brea Ave/6 th St | 58.9 | E | 50.2 | D | -8.7 | 4.0 | - |
| 48. Highland Ave/6 th St | 18.9 | B | 19.2 | B | 0.3 | - | - |
| 49. Western Ave/6 th St | 27.2 | C | 27.6 | C | 0.4 | 6.0 | - |
| 50. Vermont Ave/6 th St | 39.6 | D | 41.5 | D | 1.9 | 4.0 | - |
| 51. Alvarado St/6 th St | 17.5 | B | 17.4 | B | -0.1 | - | - |
| 52. San Vicente Blvd/Wilshire Blvd | 76.2 | E | 73.1 | E | * | 2.5 | - |
| 53. Fairfax Ave/Wilshire Blvd | 104.0 | F | 119.3 | F | 15.3 | 2.5 | Yes |
| 54. La Brea Ave/Wilshire Blvd | 37.5 | D | 41.7 | D | 4.2 | 4.0 | Yes |
| 55. Highland Ave/Wilshire Blvd | 44.2 | D | 49.9 | D | 5.7 | 4.0 | Yes |
| 56. Crenshaw Blvd/Wilshire Blvd | 31.9 | C | 32.5 | C | 0.6 | 6.0 | - |
| 57. Western Ave/Wilshire Blvd | 51.0 | D | 47.9 | D | * | 4.0 | - |
| 58. Vermont Ave/Wilshire Blvd | 60.1 | E | 59.1 | E | * | 2.5 | - |
| 59. Alvarado St/Wilshire Blvd | 23.0 | C | 22.0 | C | * | 6.0 | - |
| 60. Fairfax Ave/8 th St | 11.7 | B | 12.2 | B | 0.5 | - | - |
| 61. La Brea Ave/8 th St | 8.4 | A | 10.2 | B | 1.8 | - | - |
| 62. Crenshaw Blvd/8 th St | 11.4 | B | 12.5 | B | 1.1 | - | - |
| 63. Western Ave/8 th St | 16.2 | B | 16.3 | B | 0.1 | - | - |
| 64. Vermont Ave/8 th St | 21.4 | C | 23.1 | C | 1.7 | 6.0 | - |
| 65. Alvarado St/8 th St | 13.4 | B | 13.5 | B | 0.1 | - | - |
| 66. Fairfax Ave/San Vicente Blvd | 27.0 | C | 29.8 | C | 2.8 | 6.0 | - |
| 67. Fairfax Ave/Olympic Blvd | 37.0 | D | 42.7 | D | 5.7 | 4.0 | Yes |
| 68. San Vicente Blvd/Olympic Blvd | 31.2 | C | 30.9 | C | -0.3 | 6.0 | - |
| 69. La Brea Ave/Olympic Blvd | 46.6 | D | 46.8 | D | 0.2 | 4.0 | - |
| 70. Highland Ave/Olympic Blvd | 48.2 | D | 51.1 | D | 2.9 | 4.0 | - |
| 71. Crenshaw Blvd/Olympic Blvd | 68.5 | E | 71.3 | E | 2.8 | 2.5 | Yes |
| 72. Western Ave/Olympic Blvd | 31.6 | C | 33.5 | C | 1.9 | 6.0 | - |
| 73. Vermont Ave/Olympic Blvd | 37.5 | D | 38.9 | D | 1.4 | 4.0 | - |
| 74. Alvarado St/Olympic Blvd | 23.9 | C | 23.7 | C | -0.2 | 6.0 | - |
| Notes: * Average delay reduced, see explanation in "Analysis Methodology" section. HCM 2000 Operations Methodology Delay = Average Vehicle Delay (Seconds), LOS = Level of Service Source: Iteris, Wilshire Boulevard BRT Project-Traffic Impact Analysis, 2010. | | | | | | | |

Table 5-2: Year 2012 With Alternative A PM Peak Hour Intersection LOS

| Intersection | 2012 Without Alternative A | | 2012 With Alternative A | | Change in Delay | Threshold | Significant Impact? |
|---|----------------------------|-----|-------------------------|-----|-----------------|-----------|---------------------|
| | Delay (sec) | LOS | Delay (sec) | LOS | | | |
| 1. Veteran Ave/Sunset Blvd | 41.5 | D | 34.7 | C | -6.8 | 6.0 | - |
| 2. S Beverly Glen Blvd/Sunset Blvd | 53.1 | D | 46.9 | D | -6.2 | 4.0 | - |
| 3. N Beverly Glen Blvd/Sunset Blvd | 46.0 | D | 39.4 | D | -6.6 | 4.0 | - |
| 4. Centinela Ave/Wilshire Blvd | 8.3 | A | 7.8 | A | * | - | - |
| 5. Bundy Dr/Wilshire Blvd | 77.2 | E | 103.9 | F | 26.7 | 2.5 | Yes |
| 6. Barrington Ave/Wilshire Blvd | 32.9 | C | 30.9 | C | * | 6.0 | - |
| 7. Federal Ave/Wilshire Blvd | 49.9 | D | 46.2 | D | * | 4.0 | - |
| 8. Sepulveda Blvd/Wilshire Blvd | 111.5 | F | 93.0 | F | * | 2.5 | - |
| 9. Veteran Ave/Wilshire Blvd | 114.9 | F | 107.8 | F | * | 2.5 | - |
| 10. Westwood Blvd/Wilshire Blvd | 62.7 | E | 45.7 | D | * | 4.0 | - |
| 11. Beverly Glen Blvd/Wilshire Blvd | 38.1 | D | 41.8 | D | 3.7 | 4.0 | - |
| 12. Comstock Ave/Wilshire Blvd | 25.7 | C | 25.1 | C | * | 6.0 | - |
| 13. Santa Monica Blvd/Wilshire Blvd | 91.6 | F | 76.4 | E | * | 2.5 | - |
| 14. Centinela Ave/Santa Monica Blvd | 16.9 | B | 17.0 | B | 0.1 | - | - |
| 15. Bundy Dr/Santa Monica Blvd | 16.0 | B | 16.2 | B | 0.2 | - | - |
| 16. Barrington Ave/Santa Monica Blvd | 15.1 | B | 15.1 | B | 0.0 | - | - |
| 17. Federal Ave/Santa Monica Blvd | 31.0 | C | 31.1 | C | 0.1 | 6.0 | - |
| 18. I-405 SB Ramps/Santa Monica Blvd | 26.3 | C | 26.1 | C | -0.2 | 6.0 | - |
| 19. I-405 NB Ramps/Santa Monica Blvd | 52.4 | D | 49.5 | D | -2.9 | 4.0 | - |
| 20. Sepulveda Blvd/Santa Monica Blvd | 46.6 | D | 45.1 | D | -1.5 | 4.0 | - |
| 21. Veteran Ave/Santa Monica Blvd | 61.2 | E | 67.4 | E | 6.2 | 2.5 | Yes |
| 22. Westwood Blvd/Santa Monica Blvd | 90.7 | F | 88.6 | F | -2.1 | 2.5 | - |
| 23. Overland Ave/Santa Monica Blvd | 72.9 | E | 80.8 | F | 7.9 | 2.5 | Yes |
| 24. Beverly Glen Blvd/Santa Monica Blvd | 48.9 | D | 53.9 | D | 5.0 | 4.0 | Yes |
| 25. Century Park W/Santa Monica Blvd | 23.2 | C | 23.1 | C | -0.1 | 6.0 | - |
| 26. Ave of the Stars/Santa Monica Blvd | 27.8 | C | 28.0 | C | 0.2 | 6.0 | - |
| 27. Century Park E/Santa Monica Blvd | 18.0 | B | 18.0 | B | 0.0 | - | - |
| 28. Bundy Dr/Olympic Blvd | 73.3 | E | 74.9 | E | 1.6 | 2.5 | - |
| 29. Barrington Ave/Olympic Blvd | 56.3 | E | 55.7 | E | -0.6 | 2.5 | - |
| 30. Sepulveda Blvd/Olympic Blvd | 51.5 | D | 53.8 | D | 2.3 | 4.0 | - |
| 31. Veteran Ave/Olympic Blvd | 13.6 | B | 14.1 | B | 0.5 | - | - |
| 32. Westwood Blvd/Olympic Blvd | 44.6 | D | 44.9 | D | 0.3 | 4.0 | - |
| 33. Overland Ave/Olympic Blvd | 65.4 | E | 66.2 | E | 0.8 | 2.5 | - |
| 34. Beverly Glen Blvd/Olympic Blvd | 49.0 | D | 53.9 | D | 4.9 | 4.0 | Yes |
| 35. Century Park W/Olympic Blvd | 20.6 | C | 21.5 | C | 0.9 | 6.0 | - |
| 36. Century Park E/Olympic Blvd | 44.9 | D | 46.2 | D | 1.3 | 4.0 | - |
| 37. Sepulveda Blvd/Pico Blvd | 65.6 | E | 65.5 | E | -0.1 | 2.5 | - |
| 38. Veteran Ave/Pico Blvd | 19.1 | B | 21.9 | C | 2.8 | 6.0 | - |
| 39. Westwood Blvd/Pico Blvd | 70.1 | E | 74.6 | E | 4.5 | 2.5 | Yes |
| 40. Overland Ave/Pico Blvd | 122.9 | F | 119.0 | F | -3.9 | 2.5 | - |
| 41. Fairfax Ave/3 rd St | 44.8 | D | 43.8 | D | -1.0 | 4.0 | - |

Table 5-2: Year 2012 With Alternative A PM Peak Hour Intersection LOS (Continued)

| Intersection | 2012 Without Alternative A | | 2012 With Alternative A | | Change in Delay | Threshold | Significant Impact? |
|--------------------------------------|----------------------------|-----|-------------------------|-----|-----------------|-----------|---------------------|
| | Delay (sec) | LOS | Delay (sec) | LOS | | | |
| 42. La Brea Ave/3 rd St | 26.2 | C | 26.2 | C | 0.0 | 6.0 | - |
| 43. Highland Ave/3 rd St | 29.9 | C | 30.8 | C | 0.9 | 6.0 | - |
| 44. Western Ave/3 rd St | 54.8 | D | 54.7 | D | -0.1 | 4.0 | - |
| 45. Vermont Ave/3 rd St | 43.8 | D | 43.6 | D | -0.2 | 4.0 | - |
| 46. Fairfax Ave/6 th St | 13.9 | B | 13.2 | B | -0.7 | - | - |
| 47. La Brea Ave/6 th St | 78.5 | E | 72.9 | E | -5.6 | 2.5 | - |
| 48. Highland Ave/6 th St | 18.2 | B | 19.0 | B | 0.8 | - | - |
| 49. Western Ave/6 th St | 30.8 | C | 31.2 | C | 0.4 | 6.0 | - |
| 50. Vermont Ave/6 th St | 47.2 | D | 48.7 | D | 1.5 | 4.0 | - |
| 51. Alvarado St/6 th St | 20.3 | C | 19.7 | B | -0.6 | - | - |
| 52. San Vicente Blvd/Wilshire Blvd | 116.6 | F | 101.7 | F | * | 2.5 | - |
| 53. Fairfax Ave/Wilshire Blvd | 151.5 | F | 148.7 | F | * | 2.5 | - |
| 54. La Brea Ave/Wilshire Blvd | 34.8 | C | 37.0 | D | 2.2 | 4.0 | - |
| 55. Highland Ave/Wilshire Blvd | 38.6 | D | 37.6 | D | * | 4.0 | - |
| 56. Crenshaw Blvd/Wilshire Blvd | 21.5 | C | 24.0 | C | 2.5 | 6.0 | - |
| 57. Western Ave/Wilshire Blvd | 100.0 | F | 84.4 | F | * | 2.5 | - |
| 58. Vermont Ave/Wilshire Blvd | 65.8 | E | 57.9 | E | * | 2.5 | - |
| 59. Alvarado St/Wilshire Blvd | 30.4 | C | 31.8 | C | 1.4 | 6.0 | - |
| 60. Fairfax Ave/8 th St | 13.6 | B | 14.9 | B | 1.3 | - | - |
| 61. La Brea Ave/8 th St | 10.9 | B | 10.6 | B | -0.3 | - | - |
| 62. Crenshaw Blvd/8 th St | 15.5 | B | 17.1 | B | 1.6 | - | - |
| 63. Western Ave/8 th St | 16.8 | B | 16.5 | B | -0.3 | - | - |
| 64. Vermont Ave/8 th St | 30.7 | C | 32.8 | C | 2.1 | 6.0 | - |
| 65. Alvarado St/8 th St | 14.1 | B | 14.1 | B | 0.0 | - | - |
| 66. Fairfax Ave/San Vicente Blvd | 23.0 | C | 25.2 | C | 2.2 | 6.0 | - |
| 67. Fairfax Ave/Olympic Blvd | 60.9 | E | 72.9 | E | 12.0 | 2.5 | Yes |
| 68. San Vicente Blvd/Olympic Blvd | 22.8 | C | 23.2 | C | 0.4 | 6.0 | - |
| 69. La Brea Ave/Olympic Blvd | 68.0 | E | 70.3 | E | 2.3 | 2.5 | - |
| 70. Highland Ave/Olympic Blvd | 71.0 | E | 68.6 | E | -2.4 | 2.5 | - |
| 71. Crenshaw Blvd/Olympic Blvd | 51.8 | D | 46.9 | D | -4.9 | 4.0 | - |
| 72. Western Ave/Olympic Blvd | 48.0 | D | 49.9 | D | 1.9 | 4.0 | - |
| 73. Vermont Ave/Olympic Blvd | 63.7 | E | 64.7 | E | 1.0 | 2.5 | - |
| 74. Alvarado St/Olympic Blvd | 33.2 | C | 35.5 | D | 2.3 | 4.0 | - |

Notes:
 * Average delay reduced, see explanation in "Analysis Methodology" section.
 HCM 2000 Operations Methodology
 Delay = Average Vehicle Delay (Seconds), LOS = Level of Service
 Source: Iteris, Wilshire Boulevard BRT Project-Traffic Impact Analysis, 2010.

Table 5-3: Year 2020 With Alternative A AM Peak Hour Intersection LOS

| Intersection | 2020 Without Alternative A | | 2020 With Alternative A | | Change in Delay | Threshold | Significant Impact? |
|---|----------------------------|-----|-------------------------|-----|-----------------|-----------|---------------------|
| | Delay (sec) | LOS | Delay (sec) | LOS | | | |
| 1. Veteran Ave/Sunset Blvd | 103.4 | F | 107.0 | F | 3.6 | 2.5 | Yes |
| 2. S Beverly Glen Blvd/Sunset Blvd | 26.8 | C | 26.4 | C | -0.4 | 6.0 | - |
| 3. N Beverly Glen Blvd/Sunset Blvd | 147.0 | F | 142.4 | F | -4.6 | 2.5 | - |
| 4. Centinela Ave/Wilshire Blvd | 8.3 | A | 11.5 | B | 3.2 | - | - |
| 5. Bundy Dr/Wilshire Blvd | 63.7 | E | 103.6 | F | 39.9 | 2.5 | Yes |
| 6. Barrington Ave/Wilshire Blvd | 38.1 | D | 48.1 | D | 10.0 | 4.0 | Yes |
| 7. Federal Ave/Wilshire Blvd | 68.4 | E | 58.3 | E | * | 2.5 | - |
| 8. Sepulveda Blvd/Wilshire Blvd | 208.4 | F | 208.6 | F | 0.2 | 2.5 | - |
| 9. Veteran Ave/Wilshire Blvd | 243.7 | F | 225.7 | F | * | 2.5 | - |
| 10. Westwood Blvd/Wilshire Blvd | 75.2 | E | 51.4 | D | * | 4.0 | - |
| 11. Beverly Glen Blvd/Wilshire Blvd | 36.1 | D | 41.1 | D | 5.0 | 4.0 | Yes |
| 12. Comstock Ave/Wilshire Blvd | 23.3 | C | 23.0 | C | * | 6.0 | - |
| 13. Santa Monica Blvd/Wilshire Blvd | 88.0 | F | 53.5 | D | * | 4.0 | - |
| 14. Centinela Ave/Santa Monica Blvd | 15.7 | B | 15.7 | B | 0.0 | - | - |
| 15. Bundy Dr/Santa Monica Blvd | 17.0 | B | 17.7 | B | 0.7 | - | - |
| 16. Barrington Ave/Santa Monica Blvd | 17.1 | B | 17.1 | B | 0.0 | - | - |
| 17. Federal Ave/Santa Monica Blvd | 28.5 | C | 28.6 | C | 0.1 | 6.0 | - |
| 18. I-405 SB Ramps/Santa Monica Blvd | 26.9 | C | 26.8 | C | -0.1 | 6.0 | - |
| 19. I-405 NB Ramps/Santa Monica Blvd | 48.0 | D | 47.2 | D | -0.8 | 4.0 | - |
| 20. Sepulveda Blvd/Santa Monica Blvd | 39.9 | D | 41.4 | D | 1.5 | 4.0 | - |
| 21. Veteran Ave/Santa Monica Blvd | 21.7 | C | 21.6 | C | -0.1 | 6.0 | - |
| 22. Westwood Blvd/Santa Monica Blvd | 122.2 | F | 127.2 | F | 5.0 | 2.5 | Yes |
| 23. Overland Ave/Santa Monica Blvd | 32.8 | C | 33.0 | C | 0.2 | 6.0 | - |
| 24. Beverly Glen Blvd/Santa Monica Blvd | 63.2 | E | 63.1 | E | -0.1 | 2.5 | - |
| 25. Century Park W/Santa Monica Blvd | 20.9 | C | 20.3 | C | -0.6 | 6.0 | - |
| 26. Ave of the Stars/Santa Monica Blvd | 47.3 | D | 47.2 | D | -0.1 | 4.0 | - |
| 27. Century Park E/Santa Monica Blvd | 29.0 | C | 27.9 | C | -1.1 | 6.0 | - |
| 28. Bundy Dr/Olympic Blvd | 100.3 | F | 105.5 | F | 5.2 | 2.5 | Yes |
| 29. Barrington Ave/Olympic Blvd | 52.5 | D | 53.4 | D | 0.9 | 4.0 | - |
| 30. Sepulveda Blvd/Olympic Blvd | 34.6 | C | 36.9 | D | 2.3 | 4.0 | - |
| 31. Veteran Ave/Olympic Blvd | 22.7 | C | 25.7 | C | 3.0 | 6.0 | - |
| 32. Westwood Blvd/Olympic Blvd | 41.3 | D | 43.8 | D | 2.5 | 4.0 | - |
| 33. Overland Ave/Olympic Blvd | 40.1 | D | 42.7 | D | 2.6 | 4.0 | - |
| 34. Beverly Glen Blvd/Olympic Blvd | 69.0 | E | 70.8 | E | 1.8 | 2.5 | - |
| 35. Century Park W/Olympic Blvd | 15.2 | B | 15.2 | B | 0.0 | - | - |
| 36. Century Park E/Olympic Blvd | 41.7 | D | 43.4 | D | 1.7 | 4.0 | - |
| 37. Sepulveda Blvd/Pico Blvd | 54.4 | D | 56.0 | E | 1.6 | 2.5 | - |
| 38. Veteran Ave/Pico Blvd | 11.0 | B | 14.0 | B | 3.0 | - | - |
| 39. Westwood Blvd/Pico Blvd | 39.6 | D | 43.0 | D | 3.4 | 4.0 | - |
| 40. Overland Ave/Pico Blvd | 62.8 | E | 63.2 | E | 0.4 | 2.5 | - |
| 41. Fairfax Ave/3 rd St | 78.5 | E | 75.2 | E | -3.3 | 2.5 | - |

Table 5-3: Year 2020 With Alternative A AM Peak Hour Intersection LOS (Continued)

| Intersection | 2020 Without Alternative A | | 2020 With Alternative A | | Change in Delay | Threshold | Significant Impact? |
|--------------------------------------|----------------------------|-----|-------------------------|-----|-----------------|-----------|---------------------|
| | Delay (sec) | LOS | Delay (sec) | LOS | | | |
| 42. La Brea Ave/3 rd St | 34.8 | C | 35.0 | D | 0.2 | 4.0 | - |
| 43. Highland Ave/3 rd St | 74.2 | E | 73.4 | E | -0.8 | 2.5 | - |
| 44. Western Ave/3 rd St | 49.7 | D | 52.2 | D | 2.5 | 4.0 | - |
| 45. Vermont Ave/3 rd St | 46.3 | D | 46.5 | D | 0.2 | 4.0 | - |
| 46. Fairfax Ave/6 th St | 16.1 | B | 15.8 | B | -0.3 | - | - |
| 47. La Brea Ave/6 th St | 71.2 | E | 69.0 | E | -2.2 | 2.5 | - |
| 48. Highland Ave/6 th St | 22.2 | C | 21.2 | C | -1.0 | 6.0 | - |
| 49. Western Ave/6 th St | 27.9 | C | 28.4 | C | 0.5 | 6.0 | - |
| 50. Vermont Ave/6 th St | 42.8 | D | 44.3 | D | 1.5 | 4.0 | - |
| 51. Alvarado St/6 th St | 18.6 | B | 18.6 | B | 0.0 | - | - |
| 52. San Vicente Blvd/Wilshire Blvd | 81.5 | F | 75.4 | E | * | 2.5 | - |
| 53. Fairfax Ave/Wilshire Blvd | 111.2 | F | 130.1 | F | 18.9 | 2.5 | Yes |
| 54. La Brea Ave/Wilshire Blvd | 39.0 | D | 50.8 | D | 11.8 | 4.0 | Yes |
| 55. Highland Ave/Wilshire Blvd | 48.2 | D | 49.1 | D | 0.9 | 4.0 | - |
| 56. Crenshaw Blvd/Wilshire Blvd | 37.4 | D | 36.4 | D | * | 4.0 | - |
| 57. Western Ave/Wilshire Blvd | 59.2 | E | 56.3 | E | * | 2.5 | - |
| 58. Vermont Ave/Wilshire Blvd | 72.5 | E | 68.4 | E | * | 2.5 | - |
| 59. Alvarado St/Wilshire Blvd | 22.9 | C | 22.6 | C | * | 6.0 | - |
| 60. Fairfax Ave/8 th St | 12.5 | B | 13.5 | B | 1.0 | - | - |
| 61. La Brea Ave/8 th St | 10.1 | B | 11.3 | B | 1.2 | - | - |
| 62. Crenshaw Blvd/8 th St | 15.7 | B | 15.8 | B | 0.1 | - | - |
| 63. Western Ave/8 th St | 16.4 | B | 16.6 | B | 0.2 | - | - |
| 64. Vermont Ave/8 th St | 24.7 | C | 23.4 | C | -1.3 | 6.0 | - |
| 65. Alvarado St/8 th St | 13.9 | B | 14.0 | B | 0.1 | - | - |
| 66. Fairfax Ave/San Vicente Blvd | 32.4 | C | 31.9 | C | -0.5 | 6.0 | - |
| 67. Fairfax Ave/Olympic Blvd | 35.0 | D | 46.4 | D | 11.4 | 4.0 | Yes |
| 68. San Vicente Blvd/Olympic Blvd | 28.3 | C | 31.4 | C | 3.2 | 6.0 | - |
| 69. La Brea Ave/Olympic Blvd | 53.7 | D | 58.4 | E | 4.7 | 2.5 | Yes |
| 70. Highland Ave/Olympic Blvd | 50.7 | D | 52.0 | D | 1.3 | 4.0 | - |
| 71. Crenshaw Blvd/Olympic Blvd | 73.5 | E | 79.3 | F | 5.8 | 2.5 | Yes |
| 72. Western Ave/Olympic Blvd | 37.4 | D | 39.2 | D | 1.8 | 4.0 | - |
| 73. Vermont Ave/Olympic Blvd | 39.8 | D | 40.1 | D | 0.3 | 4.0 | - |
| 74. Alvarado St/Olympic Blvd | 29.9 | C | 32.1 | C | 2.2 | 6.0 | - |

Notes:
 * Average delay reduced, see explanation in "Analysis Methodology" section.
 HCM 2000 Operations Methodology
 Delay = Average Vehicle Delay (Seconds), LOS = Level of Service
 Source: Iteris, Wilshire Boulevard BRT Project-Traffic Impact Analysis, 2010.

Table 5-4: Year 2020 With Alternative A PM Peak Hour Intersection LOS

| Intersection | 2020 Without Alternative A | | 2020 With Alternative At | | Change in Delay | Threshold | Significant Impact? |
|---|----------------------------|-----|--------------------------|-----|-----------------|-----------|---------------------|
| | Delay (sec) | LOS | Delay (sec) | LOS | | | |
| 1. Veteran Ave/Sunset Blvd | 38.2 | D | 35.7 | D | -2.5 | 4.0 | - |
| 2. S Beverly Glen Blvd/Sunset Blvd | 50.0 | D | 53.1 | D | 3.1 | 4.0 | - |
| 3. N Beverly Glen Blvd/Sunset Blvd | 43.6 | D | 43.5 | D | -0.1 | 4.0 | - |
| 4. Centinela Ave/Wilshire Blvd | 8.9 | A | 8.7 | A | * | - | - |
| 5. Bundy Dr/Wilshire Blvd | 80.4 | F | 117.4 | F | 37.0 | 2.5 | Yes |
| 6. Barrington Ave/Wilshire Blvd | 33.8 | C | 32.2 | C | * | 6.0 | - |
| 7. Federal Ave/Wilshire Blvd | 49.9 | D | 47.5 | D | * | 4.0 | - |
| 8. Sepulveda Blvd/Wilshire Blvd | 110.0 | F | 110.2 | F | 0.2 | 2.5 | - |
| 9. Veteran Ave/Wilshire Blvd | 126.6 | F | 106.9 | F | * | 2.5 | - |
| 10. Westwood Blvd/Wilshire Blvd | 64.0 | E | 49.2 | D | * | 4.0 | - |
| 11. Beverly Glen Blvd/Wilshire Blvd | 39.4 | D | 45.1 | D | 5.7 | 4.0 | Yes |
| 12. Comstock Ave/Wilshire Blvd | 26.9 | C | 25.5 | C | -1.4 | 6.0 | - |
| 13. Santa Monica Blvd/Wilshire Blvd | 109.1 | F | 78.1 | E | * | 2.5 | - |
| 14. Centinela Ave/Santa Monica Blvd | 17.5 | B | 17.4 | B | -0.1 | - | - |
| 15. Bundy Dr/Santa Monica Blvd | 16.1 | B | 16.3 | B | 0.2 | - | - |
| 16. Barrington Ave/Santa Monica Blvd | 15.7 | B | 15.7 | B | 0.0 | - | - |
| 17. Federal Ave/Santa Monica Blvd | 31.3 | C | 31.2 | C | -0.1 | 6.0 | - |
| 18. I-405 SB Ramps/Santa Monica Blvd | 25.7 | C | 25.5 | C | -0.2 | 6.0 | - |
| 19. I-405 NB Ramps/Santa Monica Blvd | 48.5 | D | 47.8 | D | -0.7 | 4.0 | - |
| 20. Sepulveda Blvd/Santa Monica Blvd | 44.6 | D | 45.2 | D | 0.6 | 4.0 | - |
| 21. Veteran Ave/Santa Monica Blvd | 63.5 | E | 64.5 | E | 1.0 | 2.5 | - |
| 22. Westwood Blvd/Santa Monica Blvd | 91.3 | F | 91.3 | F | 0.0 | 2.5 | - |
| 23. Overland Ave/Santa Monica Blvd | 78.9 | E | 86.2 | F | 7.3 | 2.5 | Yes |
| 24. Beverly Glen Blvd/Santa Monica Blvd | 53.8 | D | 55.1 | E | 1.3 | 2.5 | - |
| 25. Century Park W/Santa Monica Blvd | 23.3 | C | 24.0 | C | 0.7 | 6.0 | - |
| 26. Ave of the Stars/Santa Monica Blvd | 28.0 | C | 28.0 | C | 0.0 | 6.0 | - |
| 27. Century Park E/Santa Monica Blvd | 18.3 | B | 18.6 | B | 0.3 | - | - |
| 28. Bundy Dr/Olympic Blvd | 77.9 | E | 81.1 | F | 3.2 | 2.5 | Yes |
| 29. Barrington Ave/Olympic Blvd | 56.7 | E | 57.1 | E | 0.4 | 2.5 | - |
| 30. Sepulveda Blvd/Olympic Blvd | 58.2 | E | 58.0 | E | -0.2 | 2.5 | - |
| 31. Veteran Ave/Olympic Blvd | 15.0 | B | 15.2 | B | 0.2 | - | - |
| 32. Westwood Blvd/Olympic Blvd | 47.2 | D | 50.3 | D | 3.1 | 4.0 | - |
| 33. Overland Ave/Olympic Blvd | 69.0 | E | 70.3 | E | 1.3 | 2.5 | - |
| 34. Beverly Glen Blvd/Olympic Blvd | 54.7 | D | 57.4 | E | 2.7 | 2.5 | Yes |
| 35. Century Park W/Olympic Blvd | 20.9 | C | 21.5 | C | 0.6 | 6.0 | - |
| 36. Century Park E/Olympic Blvd | 46.2 | D | 48.8 | D | 2.6 | 4.0 | - |
| 37. Sepulveda Blvd/Pico Blvd | 73.8 | E | 74.0 | E | 0.2 | 2.5 | - |
| 38. Veteran Ave/Pico Blvd | 24.9 | C | 21.6 | C | -3.3 | 6.0 | - |
| 39. Westwood Blvd/Pico Blvd | 77.3 | E | 77.1 | E | -0.2 | 2.5 | - |
| 40. Overland Ave/Pico Blvd | 122.1 | F | 119.6 | F | -2.5 | 2.5 | - |
| 41. Fairfax Ave/3 rd St | 47.4 | D | 48.8 | D | 1.4 | 4.0 | - |

Table 5-4: Year 2020 With Alternative A PM Peak Hour Intersection LOS (Continued)

| Intersection | 2020 Without Alternative A | | 2020 With Alternative At | | Change in Delay | Threshold | Significant Impact? |
|--|----------------------------|-----|--------------------------|-----|-----------------|-----------|---------------------|
| | Delay (sec) | LOS | Delay (sec) | LOS | | | |
| 42. La Brea Ave/3 rd St | 27.4 | C | 27.7 | C | 0.3 | 6.0 | - |
| 43. Highland Ave/3 rd St | 34.5 | C | 33.6 | C | -0.9 | 6.0 | - |
| 44. Western Ave/3 rd St | 56.6 | E | 55.8 | E | -0.8 | 2.5 | - |
| 45. Vermont Ave/3 rd St | 45.4 | D | 45.5 | D | 0.1 | 4.0 | - |
| 46. Fairfax Ave/6 th St | 13.9 | B | 13.7 | B | -0.2 | - | - |
| 47. La Brea Ave/6 th St | 96.1 | F | 93.1 | F | -3.0 | 2.5 | - |
| 48. Highland Ave/6 th St | 20.0 | C | 20.8 | C | 0.8 | 6.0 | - |
| 49. Western Ave/6 th St | 31.8 | C | 33.0 | C | 1.2 | 6.0 | - |
| 50. Vermont Ave/6 th St | 50.0 | D | 49.1 | D | -0.9 | 4.0 | - |
| 51. Alvarado St/6 th St | 21.9 | C | 20.8 | C | -1.1 | 6.0 | - |
| 52. San Vicente Blvd/Wilshire Blvd | 127.9 | F | 105.5 | F | * | 2.5 | - |
| 53. Fairfax Ave/Wilshire Blvd | 158.4 | F | 159.0 | F | 0.6 | 2.5 | - |
| 54. La Brea Ave/Wilshire Blvd | 40.7 | D | 40.9 | D | 0.2 | 4.0 | - |
| 55. Highland Ave/Wilshire Blvd | 40.9 | D | 40.1 | D | * | 4.0 | - |
| 56. Crenshaw Blvd/Wilshire Blvd | 24.8 | C | 25.6 | C | 0.8 | 6.0 | - |
| 57. Western Ave/Wilshire Blvd | 111.1 | F | 103.7 | F | * | 2.5 | - |
| 58. Vermont Ave/Wilshire Blvd | 77.6 | E | 65.9 | E | * | 2.5 | - |
| 59. Alvarado St/Wilshire Blvd | 34.9 | C | 36.8 | D | 1.9 | 4.0 | - |
| 60. Fairfax Ave/8 th St | 15.1 | B | 18.3 | B | 3.2 | - | - |
| 61. La Brea Ave/8 th St | 11.4 | B | 11.9 | B | 0.5 | - | - |
| 62. Crenshaw Blvd/8 th St | 16.0 | B | 18.4 | B | 2.4 | - | - |
| 63. Western Ave/8 th St | 17.2 | B | 17.3 | B | 0.1 | - | - |
| 64. Vermont Ave/8 th St | 35.2 | D | 36.3 | D | 1.1 | 4.0 | - |
| 65. Alvarado St/8 th St | 14.7 | B | 14.7 | B | 0.0 | - | - |
| 66. Fairfax Ave/San Vicente Blvd | 24.7 | C | 24.9 | C | 0.2 | 6.0 | - |
| 67. Fairfax Ave/Olympic Blvd | 67.4 | E | 77.2 | E | 9.8 | 2.5 | Yes |
| 68. San Vicente Blvd/Olympic Blvd | 26.5 | C | 27.2 | C | 0.7 | 6.0 | - |
| 69. La Brea Ave/Olympic Blvd | 79.5 | E | 80.6 | F | 1.1 | 2.5 | - |
| 70. Highland Ave/Olympic Blvd | 67.1 | E | 71.4 | E | 4.3 | 2.5 | Yes |
| 71. Crenshaw Blvd/Olympic Blvd | 57.2 | E | 60.5 | E | 3.3 | 2.5 | Yes |
| 72. Western Ave/Olympic Blvd | 53.8 | D | 54.6 | D | 0.8 | 4.0 | - |
| 73. Vermont Ave/Olympic Blvd | 70.2 | E | 70.5 | E | 0.3 | 2.5 | - |
| 74. Alvarado St/Olympic Blvd | 37.8 | D | 38.2 | D | 0.4 | 4.0 | - |
| Notes: * Average delay reduced, see explanation in "Analysis Methodology" section. HCM 2000 Operations Methodology Delay = Average Vehicle Delay (Seconds), LOS = Level of Service Source: Iteris, Wilshire Boulevard BRT Project-Traffic Impact Analysis, 2010. | | | | | | | |

The following 15 intersections are forecast to be significantly impacted in year 2012 with Alternative A conditions:

- Bundy Drive/Wilshire Boulevard (a.m. and p.m. peak hours);
- Barrington Avenue/Wilshire Boulevard (a.m. peak hour);
- Beverly Glen Boulevard/Wilshire Boulevard (a.m. peak hour);
- Veteran Avenue/Santa Monica Boulevard (p.m. peak hour);
- Overland Avenue/Santa Monica Boulevard (p.m. peak hour);
- Beverly Glen Boulevard/Santa Monica Boulevard (p.m. peak hour);
- Bundy Drive/Olympic Boulevard (a.m. peak hour);
- Westwood Boulevard/Olympic Boulevard (a.m. peak hour);
- Beverly Glen Boulevard/Olympic Boulevard (p.m. peak hour);
- Westwood Boulevard/Pico Boulevard (p.m. peak hour);
- Fairfax Avenue/Wilshire Boulevard (a.m. peak hour);
- La Brea Avenue/Wilshire Boulevard (a.m. peak hour);
- Highland Avenue/Wilshire Boulevard (a.m. peak hour);
- Fairfax Avenue/Olympic Boulevard (a.m. and p.m. peak hours); and
- Crenshaw Boulevard/Olympic Boulevard (a.m. peak hour).

The following 14 intersections are forecast to be significantly impacted in year 2020 with Alternative A conditions:

- Veteran Avenue/Sunset Boulevard (a.m. peak hour);
- Bundy Drive/Wilshire Boulevard (a.m. and p.m. peak hours);
- Barrington Avenue/Wilshire Boulevard (a.m. peak hour);
- Beverly Glen Boulevard/Wilshire Boulevard (a.m. peak hour);
- Westwood Boulevard/Santa Monica Boulevard (a.m. peak hour);
- Overland Avenue/Santa Monica Boulevard (p.m. peak hour);
- Bundy Drive/Olympic Boulevard (a.m. and p.m. peak hours);
- Beverly Glen Boulevard/Olympic Boulevard (p.m. peak hour);
- Fairfax Avenue/Wilshire Boulevard (a.m. peak hour);
- La Brea Avenue/Wilshire Boulevard (a.m. peak hour);
- Fairfax Avenue/Olympic Boulevard (a.m. and p.m. peak hours);
- La Brea Avenue/Olympic Boulevard (a.m. peak hour);
- Highland Avenue/Olympic Boulevard (p.m. peak hour); and
- Crenshaw Boulevard/Olympic Boulevard (a.m. and p.m. peak hours).

Since several intersections are impacted in one year but not in the other, a total of 19 intersections are significantly impacted by Alternative A in at least one of the years, as shown in Tables 5-5 through 5-8. With implementation of **Mitigation Measure T-1**, 10 of the 19 significantly impacted intersections are reduced to less than significant levels under this alternative similar to the proposed project. Improvements at five of the remaining nine significantly impacted intersections further reduce traffic impacts during a.m. and/or p.m. peak hour conditions by an average of 25 percent but not enough to fully mitigate the impacts under this alternative. The following intersections are forecast to remain significantly impacted in either year 2012 or year 2020 under Alternative A since no feasible mitigation measures that fully mitigate impacts at these intersections could be identified:

- Veteran Avenue/Sunset Boulevard;
- Bundy Drive/Wilshire Boulevard (partial mitigation measure);
- Veteran Avenue/Santa Monica Boulevard (partial mitigation measure);
- Overland Avenue/Santa Monica Boulevard;
- Beverly Glen Boulevard/Santa Monica Boulevard;
- Westwood Boulevard/Olympic Boulevard (partial mitigation measure);
- Westwood Boulevard/Pico Boulevard;
- Fairfax Avenue/Wilshire Boulevard (partial mitigation measure); and
- La Brea Avenue/Wilshire Boulevard (partial mitigation measure).

Table 5-5: Year 2012 With-Alternative A AM Peak-Hour Intersection LOS at Impacted Intersections with Mitigation

| Intersection | 2012 Without Alternative A | | Mitigated 2012 With Alternative A | | Change in Delay | Threshold | Significant Impact? | Percent Mitigated |
|---------------------------------|----------------------------|-----|-----------------------------------|-----|-----------------|-----------|---------------------|-------------------|
| | Delay (sec) | LOS | Delay (sec) | LOS | | | | |
| 5. Bundy Dr/Wilshire Blvd | 60.3 | E | 94.4 | F | 34.1 | 2.5 | Yes | 7% |
| 6. Barrington Ave/Wilshire Blvd | 38.1 | D | 41.9 | D | 3.8 | 4.0 | No | 100% |
| 11. Beverly Glen Bl/Wilshire Bl | 34.5 | C | 38.1 | D | 3.6 | 4.0 | No | 100% |
| 21. Veteran Av/ Santa Monica Bl | 20.6 | C | 19.2 | B | -1.4 | 6.0 | No | 100% |
| 28. Bundy Drive/Olympic Blvd | 99.5 | F | 88.2 | F | -11.3 | 2.5 | No | 100% |
| 32. Westwood Blvd/Olympic Blvd | 38.7 | D | 44.4 | D | 5.7 | 4.0 | Yes | 60% |
| 34. Beverly Glen Bl/Olympic Bl | 67.2 | E | 66.4 | E | -0.8 | 2.5 | No | 100% |
| 53. Fairfax Ave/Wilshire Blvd | 104.0 | F | 116.7 | F | 12.7 | 2.5 | Yes | 20% |
| 54. La Brea Ave/Wilshire Blvd | 37.5 | D | 39.2 | D | 1.7 | 4.0 | No | 100% |
| 55. Highland Ave/Wilshire Blvd | 44.2 | D | 39.9 | D | -4.3 | 4.0 | No | 100% |
| 67. Fairfax Ave/Olympic Blvd | 37.0 | D | 39.4 | D | 2.4 | 4.0 | No | 100% |
| 71. Crenshaw Blvd/Olympic Blvd | 68.5 | E | 63.8 | E | -4.7 | 2.5 | No | 100% |

Notes:
HCM 2000 Operations Methodology
Delay = Average Vehicle Delay (Seconds), LOS = Level of Service

Source: Iteris, Wilshire Boulevard BRT Project-Traffic Impact Analysis, 2010.

Table 5-6: Year 2012 With-Alternative A PM Peak-Hour Intersection LOS at Impacted Intersections with Mitigation

| Intersection | 2012 Without Alternative A | | Mitigated 2012 With Alternative A | | Change in Delay | Threshold | Impact? | Percent Mitigated |
|---------------------------------|----------------------------|-----|-----------------------------------|-----|-----------------|-----------|---------|-------------------|
| | Delay (sec) | LOS | Delay (sec) | LOS | | | | |
| 5. Bundy Dr/Wilshire Blvd | 77.2 | E | 101.4 | F | 24.2 | 2.5 | Yes | 10% |
| 6. Barrington Ave/Wilshire Blvd | 32.9 | C | 27.0 | C | -5.9 | 6.0 | No | 100% |
| 11. Beverly Glen Bl/Wilshire Bl | 38.1 | D | 39.5 | D | 1.4 | 4.0 | No | 100% |
| 21. Veteran Av/Santa Monica Bl | 61.2 | E | 64.9 | E | 3.7 | 2.5 | Yes | 68% |
| 23. Overland Av/Santa Monica Bl | 72.9 | E | 80.8 | F | 7.9 | 2.5 | Yes | 0% |
| 28. Bundy Drive/Olympic Bl | 73.3 | E | 69.2 | E | -4.1 | 2.5 | No | 100% |
| 32. Westwood Blvd/Olympic Bl | 44.6 | D | 42.3 | D | -2.4 | 4.0 | No | 100% |
| 34. Beverly Glen Bl/Olympic Bl | 49.0 | D | 47.5 | D | -1.5 | 4.0 | No | 100% |
| 39. Westwood Blvd/Pico Blvd | 70.1 | E | 74.6 | E | 4.5 | 2.5 | Yes | 0% |
| 53. Fairfax Ave/Wilshire Blvd | 151.5 | F | 146.2 | F | -5.3 | 2.5 | No | 100% |
| 54. La Brea Ave/Wilshire Blvd | 34.8 | C | 34.5 | C | -0.3 | 4.0 | No | 100% |
| 55. Highland Ave/Wilshire Blvd | 38.6 | D | 36.3 | D | -2.3 | 4.0 | No | 100% |
| 67. Fairfax Ave/Olympic Blvd | 60.9 | E | 56.7 | E | -4.2 | 2.5 | No | 100% |
| 71. Crenshaw Blvd/Olympic Blvd | 51.8 | D | 39.4 | D | -12.4 | 4.0 | No | 100% |

Notes:
HCM 2000 Operations Methodology
Delay = Average Vehicle Delay (Seconds), LOS = Level of Service

Source: Iteris, Wilshire Boulevard BRT Project-Traffic Impact Analysis, 2010.

Table 5-7: Year 2020 With-Alternative A AM Peak-Hour Intersection LOS at Impacted Intersections with Mitigation

| Intersection | 2020 Without Alternative A | | Mitigated 2020 With Alternative A | | Change in Delay | Threshold | Impact? | Percent Mitigated |
|---------------------------------|----------------------------|-----|-----------------------------------|-----|-----------------|-----------|---------|-------------------|
| | Delay (sec) | LOS | Delay (sec) | LOS | | | | |
| 1. Veteran Ave/Sunset Bl | 103.4 | F | 107.0 | F | 3.6 | 2.5 | Yes | 0% |
| 5. Bundy Dr/Wilshire Bl | 63.7 | E | 101.1 | F | 37.4 | 2.5 | Yes | 7% |
| 6. Barrington Ave/Wilshire Bl | 38.1 | D | 40.3 | D | 2.2 | 4.0 | No | 100% |
| 11. Beverly Glen Bl/Wilshire Bl | 36.1 | D | 39.9 | D | 3.8 | 4.0 | No | 100% |
| 22. Westwood Bl/Santa Monica Bl | 122.2 | F | 118.1 | F | -4.1 | 2.5 | No | 100% |
| 28. Bundy Dr/Olympic Bl | 100.3 | F | 90.1 | F | -10.2 | 2.5 | No | 100% |
| 34. Beverly Glen Bl/Olympic Bl | 69.0 | E | 71.1 | E | 2.1 | 2.5 | No | 100% |
| 53. Fairfax Ave/Wilshire Bl | 111.2 | F | 127.5 | F | 16.3 | 2.5 | Yes | 15% |
| 54. La Brea Ave/Wilshire Bl | 39.0 | D | 48.3 | D | 9.3 | 4.0 | Yes | 32% |
| 67. Fairfax Ave/Olympic Bl | 35.0 | D | 37.8 | D | 2.8 | 4.0 | No | 100% |
| 69. La Brea Ave/Olympic Bl | 53.7 | D | 42.7 | D | -11.0 | 2.5 | No | 100% |
| 70. Highland Ave/Olympic Bl | 50.7 | D | 33.5 | C | -17.2 | 6.0 | No | 100% |
| 71. Crenshaw Blvd/Olympic Bl | 73.5 | E | 71.8 | E | -1.7 | 2.5 | No | 100% |

Notes:
HCM 2000 Operations Methodology
Delay = Average Vehicle Delay (Seconds), LOS = Level of Service

Source: Iteris, Wilshire Boulevard BRT Project-Traffic Impact Analysis, 2010.

Table 5-8: Year 2020 With-Alternative A PM Peak-Hour Intersection LOS at Impacted Intersections with Mitigation

| Intersection | 2020 Without Alternative A | | Mitigated 2020 With Alternative A | | Change in Delay | Threshold | Impact? | Percent Mitigated |
|---------------------------------|----------------------------|-----|-----------------------------------|-----|-----------------|-----------|---------|-------------------|
| | Delay (sec) | LOS | Delay (sec) | LOS | | | | |
| 5. Bundy Dr/Wilshire Bl | 80.4 | F | 114.9 | F | 34.5 | 2.5 | Yes | 7% |
| 6. Barrington Ave/Wilshire Bl | 33.8 | C | 27.8 | C | -6.0 | 6.0 | No | 100% |
| 11. Beverly Glen Bl/Wilshire Bl | 39.4 | D | 42.3 | D | 2.9 | 4.0 | No | 100% |
| 22. Westwood Bl/Santa Monica Bl | 91.3 | F | 89.6 | F | -1.7 | 2.5 | No | 100% |
| 23. Overland Av/Santa Monica Bl | 78.9 | E | 86.2 | F | 7.3 | 2.5 | Yes | 0% |
| 28. Bundy Dr/Olympic Bl | 77.9 | E | 73.5 | E | -4.4 | 2.5 | No | 100% |
| 34. Beverly Glen Bl/Olympic Bl | 54.7 | D | 50.8 | D | -3.9 | 4.0 | No | 100% |
| 53. Fairfax Ave/Wilshire Bl | 158.4 | F | 156.6 | F | -1.8 | 2.5 | No | 100% |
| 54. La Brea Ave/Wilshire Bl | 40.7 | D | 38.4 | D | -2.3 | 4.0 | No | 100% |
| 67. Fairfax Ave/Olympic Bl | 67.4 | E | 61.4 | E | -6.0 | 2.5 | No | 100% |
| 69. La Brea Ave/Olympic Bl | 79.5 | E | 55.3 | E | -24.2 | 2.5 | No | 100% |
| 70. Highland Ave/Olympic Bl | 67.1 | E | 44.5 | D | -22.6 | 4.0 | No | 100% |
| 71. Crenshaw Blvd/Olympic Bl | 57.2 | E | 53.0 | D | -4.2 | 2.5 | No | 100% |

Notes:
HCM 2000 Operations Methodology
Delay = Average Vehicle Delay (Seconds), LOS = Level of Service

Source: Iteris, Wilshire Boulevard BRT Project-Traffic Impact Analysis, 2010.

Similar to the proposed project, Alternative A would result in significant impacts related to exceedance of LOS criteria for multiple intersections in both 2012 and 2020 project years.

Local Residential Streets

Similar to the proposed project, under Alternative A, study intersections on Wilshire Boulevard in the vicinity of Lindbrook Drive and Ashton Avenue would operate at LOS D or better in 2012 and 2020. Therefore, it is not expected that a significant amount of traffic would divert from Wilshire Boulevard to these local residential streets. In the vicinity of Goshen Avenue, the Bundy Drive/Wilshire Boulevard and Federal Avenue-San Vicente Boulevard/Wilshire Boulevard intersections are projected to operate at LOS E or F in 2012 and 2020. However, traffic diversion onto Goshen Avenue is unlikely since Goshen Avenue runs for only a short distance, eastbound left-turn movements from Wilshire Boulevard to Bundy Drive are relatively high-delay movements during peak hours, and northbound left-turn movements from San Vicente Boulevard to Goshen Avenue are prohibited. Therefore, no significant impacts to local residential streets are expected under Alternative A.

Parking

Similar to the proposed project, under Alternative A, approximately 11 parking spaces between S. Park View Street and Fairfax Avenue (a distance of approximately 4.8 miles) would be removed to accommodate larger or relocated bus stops in order to facilitate bus movements in and out of stops. The removed parking spaces would be spread throughout this segment of the

project, with no more than three spaces being removed on any single block. The removed parking spaces would have a small effect on parking supply during off-peak hours. During peak periods, parking is prohibited under current conditions, so the removal of these parking spaces would not affect parking supply at all.

Under Alternative A, parking supply would be unchanged between Comstock Avenue and Malcolm Avenue since jut-outs in this area would be retained. Therefore, no change in parking would occur in this area, and no impact would occur.

Transitional Conflicts

The following summarizes the automobile/bus transitional locations along the project route in the eastbound and westbound directions under Alternative A conditions:

Eastbound

- East of Veteran Avenue, mixed-flow capacity would drop from four lanes to three lanes as the bus lane occupies the curb lane.
- At Glendon Avenue, the mixed-flow capacity would drop from three lanes of traffic west of Glendon Avenue to two lanes of traffic east at Malcolm Avenue.
- At the western Beverly Hills City limits (approximately 500 feet west of the Whittier Drive/Merv Griffin Way intersection), the bus lane transitions to a mixed-flow lane. Therefore, three eastbound through lanes would remain at the Whittier Drive/Merv Griffin Way intersection. Alternative A would not reduce capacity at this intersection or increase the number of queued vehicles. However, the length of queues might increase because vehicles would be traveling in two lanes instead of three as they enter the City of Beverly Hills.
- East of San Vicente Boulevard (City of Beverly Hills boundary), a transition area of approximately 300 feet would be provided to allow through traffic to exit the bus lane.

Westbound

- At S. Park View Street, it is proposed that appropriate signage be installed along Wilshire Boulevard to inform motorists of bus lane operation during peak hours.
- At the western City of Beverly Hills boundary, the mixed-flow capacity would drop from three lanes of traffic to two lanes of traffic as the bus lane occupies the curb lane.
- Between Federal Avenue and Barrington Avenue, the curb lane would be used as a bus as well as right-turn only lane along the entire segment.

In order to reduce or avoid these conflicts, Alternative A would install appropriate signage along Wilshire Boulevard in the vicinity of these locations, in order to inform motorists of bus lane operation during peak hours.

For potential traffic conflicts in both eastbound and westbound directions along Wilshire Boulevard, this signage would ensure that operation of the project under Alternative A would result in less-than-significant impacts related to automobile/bus transition conflicts.

Emergency Access

Similar to the proposed project, Alternative A would allow emergency vehicles to use the bus lanes when they are in operation. Because these lanes would be free of most other vehicular traffic, emergency response time would likely improve during peak periods. During construction activities, alternative access routes would be utilized, and local emergency access would be retained at all times. Therefore, a less than significant impact would occur.

Air Quality

A less than significant air quality impact would occur under this alternative.

Similar to the proposed project, construction activities would occur under Alternative A. As with the proposed project, Alternative A would be subject to the SCAQMD's AQMP. Alternative A would be consistent with the all local general plans; as well as compatible with the surrounding uses. Because Alternative A would be consistent with the local general plan, pursuant to SCAQMD guidelines, Alternative A is considered consistent with the region's AQMP. As such, construction emissions for Alternative A would be accounted for in the AQMP, which is crafted to bring the Basin into attainment for all criteria pollutants. Accordingly, Alternative A would be consistent with the projections in the AQMP, thus resulting in a less-than-significant impact.

With regard to regional construction-period impacts under Alternative A, impacts would be similar to those disclosed for the proposed project since the construction activity under Alternative A would be comparable to that proposed under the project. There would be no cut-out removal between Comstock Avenue and Malcolm Avenue, and there would be no bus lane-related construction from approximately 300 feet east of Veteran Avenue to the I-405 northbound ramps. However, there would be an additional 1.8 miles of curb lane reconstruction/resurfacing between Fairfax Avenue and San Vicente Boulevard (0.6 mile) and between the City of Beverly Hills and Westholme Avenue (1.2 miles). Similar to the proposed project, criteria pollutant emissions under Alternative A would be less than the applicable SCAQMD significance thresholds, and as such, would result in a less than significant regional air quality impact.

Similarly, with regard to localized construction-period impacts under Alternative A, impacts would be similar to those disclosed for the proposed project. Localized emissions under Alternative A would be less than the applicable SCAQMD LST significance thresholds, and as such, would result in a less than significant localized air quality impact.

Operation period air quality impacts expected under Alternative A would be similar to those under the proposed project. Air quality impacts that would potentially result from traffic impacts during the operation of Alternative A were found to be less than significant, for both criteria pollutants and toxic air contaminants. No violation of air quality standards would occur.

Under Alternative A, CO concentrations for a.m. and p.m. 1- and 8-hour CO levels for build-out year 2012 and horizon year 2020 are presented in Tables 5-9 and 5-10, respectively (see Section 5.2.2). As shown in the tables, Alternative A would not have a substantial adverse effect on 1-hour or 8-hour local CO concentrations due to mobile source emissions. Similar to the proposed project, less than significant impacts would occur at the intersections with the highest traffic volumes located adjacent to sensitive receptors. Therefore, no significant impacts are anticipated to occur at any other locations in the study area because the conditions yielding CO hotspots would not be worse than those concentrations occurring at the analyzed intersections.

Table 5-9. Alternative A (Year 2012)—Local Area Carbon Monoxide Dispersion Analysis

| Intersection | Peak Period ^a | Max 1-Hour 2012 Base Concentration (ppm) ^b | Max 1-Hour 2012 w/ Alternative A Concentration (ppm) ^c | Significant 1-Hour Concentration Impact? ^d | Max 8-Hour 2012 Base Concentration (ppm) ^e | Max 8-Hour 2012 w/ Alternative A Concentration (ppm) ^f | Significant 8-Hour Concentration Impact? ^d |
|-----------------------------|--------------------------|---|---|---|---|---|---|
| Alvarado @ Olympic | AM | 7.6 | 7.6 | No | 5.0 | 5.0 | No |
| | PM | 7.9 | 8.0 | No | 5.3 | 5.3 | No |
| Alvarado @ Wilshire | AM | 7.6 | 7.5 | No | 5.0 | 5.0 | No |
| | PM | 7.5 | 7.5 | No | 5.0 | 5.0 | No |
| Barrington @ Wilshire | AM | 7.2 | 7.2 | No | 4.8 | 4.8 | No |
| | PM | 7.1 | 7.0 | No | 4.7 | 4.6 | No |
| Beverly Glen @ Olympic | AM | 8.7 | 8.7 | No | 5.8 | 5.8 | No |
| | PM | 8.6 | 8.7 | No | 5.7 | 5.8 | No |
| Beverly Glen @ Santa Monica | AM | 8.4 | 8.4 | No | 5.6 | 5.6 | No |
| | PM | 8.3 | 8.4 | No | 5.5 | 5.6 | No |
| Beverly Glen @ Wilshire | AM | 8.1 | 7.8 | No | 5.4 | 5.2 | No |
| | PM | 8.0 | 7.7 | No | 5.3 | 5.1 | No |
| Bundy @ Olympic | AM | 8.7 | 8.8 | No | 5.8 | 5.9 | No |
| | PM | 8.5 | 8.6 | No | 5.7 | 5.7 | No |
| Bundy @ Wilshire | AM | 7.3 | 7.4 | No | 4.8 | 4.9 | No |
| | PM | 7.5 | 7.4 | No | 5.0 | 4.9 | No |
| Crenshaw @ Olympic | AM | 8.5 | 8.5 | No | 5.7 | 5.7 | No |
| | PM | 8.3 | 8.3 | No | 5.5 | 5.5 | No |
| Crenshaw @ Wilshire | AM | 7.4 | 7.2 | No | 4.9 | 4.8 | No |
| | PM | 7.5 | 7.2 | No | 5.0 | 4.8 | No |

Table 5-9. Alternative A (Year 2012)—Local Area Carbon Monoxide Dispersion Analysis (Continued)

| Intersection | Peak Period ^a | Max 1-Hour 2012 Base Concentration (ppm) ^b | Max 1-Hour 2012 w/ Alternative A Concentration (ppm) ^c | Significant 1-Hour Concentration Impact? ^d | Max 8-Hour 2012 Base Concentration (ppm) ^e | Max 8-Hour 2012 w/ Alternative A Concentration (ppm) ^f | Significant 8-Hour Concentration Impact? ^d |
|-------------------------------|--------------------------|---|---|---|---|---|---|
| E Century Park @ Olympic | AM | 8.8 | 8.9 | No | 5.9 | 6.0 | No |
| | PM | 8.4 | 8.5 | No | 5.6 | 5.7 | No |
| Fairfax @ Olympic | AM | 7.9 | 7.9 | No | 5.3 | 5.3 | No |
| | PM | 7.9 | 7.9 | No | 5.3 | 5.3 | No |
| Fairfax @ San Vicente | AM | 7.7 | 7.9 | No | 5.1 | 5.3 | No |
| | PM | 7.3 | 7.4 | No | 4.8 | 4.9 | No |
| Fairfax @ Wilshire | AM | 8.2 | 8.0 | No | 5.5 | 5.3 | No |
| | PM | 8.2 | 8.4 | No | 5.5 | 5.6 | No |
| Federal @ Santa Monica | AM | 6.5 | 6.6 | No | 4.3 | 4.3 | No |
| | PM | 6.4 | 6.4 | No | 4.2 | 4.2 | No |
| Highland @ 3rd | AM | 7.8 | 7.9 | No | 5.2 | 5.3 | No |
| | PM | 7.6 | 7.7 | No | 5.0 | 5.1 | No |
| Highland @ Olympic | AM | 7.5 | 7.5 | No | 5.0 | 5.0 | No |
| | PM | 7.6 | 7.5 | No | 5.0 | 5.0 | No |
| Highland @ Wilshire | AM | 7.9 | 7.7 | No | 5.3 | 5.1 | No |
| | PM | 7.8 | 7.7 | No | 5.2 | 5.1 | No |
| I-405 SB Ramps @ Santa Monica | AM | 7.4 | 7.4 | No | 4.9 | 4.9 | No |
| | PM | 7.4 | 7.5 | No | 4.9 | 5.0 | No |
| La Brea @ Olympic | AM | 8.4 | 8.4 | No | 5.6 | 5.6 | No |
| | PM | 8.6 | 8.7 | No | 5.7 | 5.8 | No |
| La Brea @ Wilshire | AM | 7.8 | 8.1 | No | 5.2 | 5.4 | No |
| | PM | 8.3 | 8.1 | No | 5.5 | 5.4 | No |
| Overland @ Olympic | AM | 7.9 | 7.9 | No | 5.3 | 5.3 | No |
| | PM | 8.4 | 8.5 | No | 5.6 | 5.7 | No |
| Overland @ Santa Monica | AM | 7.3 | 7.3 | No | 4.8 | 4.8 | No |
| | PM | 7.4 | 7.4 | No | 4.9 | 4.9 | No |
| San Vicente @ Wilshire | AM | 8.4 | 8.4 | No | 5.6 | 5.6 | No |
| | PM | 8.8 | 8.7 | No | 5.9 | 5.8 | No |
| Sepulveda @ Olympic | AM | 8.2 | 8.2 | No | 5.5 | 5.5 | No |
| | PM | 8.8 | 8.8 | No | 5.9 | 5.9 | No |
| Sepulveda @ Pico | AM | 8.2 | 8.2 | No | 5.5 | 5.5 | No |
| | PM | 8.2 | 8.3 | No | 5.5 | 5.5 | No |
| Vermont @ 6th | AM | 7.8 | 7.8 | No | 5.2 | 5.2 | No |
| | PM | 8.4 | 8.4 | No | 5.6 | 5.6 | No |

Table 5-9. Alternative A (Year 2012)—Local Area Carbon Monoxide Dispersion Analysis (Continued)

| Intersection | Peak Period ^a | Max 1-Hour 2012 Base Concentration (ppm) ^b | Max 1-Hour 2012 w/ Alternative A Concentration (ppm) ^c | Significant 1-Hour Concentration Impact? ^d | Max 8-Hour 2012 Base Concentration (ppm) ^e | Max 8-Hour 2012 w/ Alternative A Concentration (ppm) ^f | Significant 8-Hour Concentration Impact? ^d |
|--------------------------|--------------------------|---|---|---|---|---|---|
| Vermont @ 8th | AM | 7.2 | 7.2 | No | 4.8 | 4.8 | No |
| | PM | 7.8 | 7.8 | No | 5.2 | 5.2 | No |
| Vermont @ Olympic | AM | 8.1 | 8.1 | No | 5.4 | 5.4 | No |
| | PM | 8.4 | 8.4 | No | 5.6 | 5.6 | No |
| Veteran @ Pico | AM | 7.0 | 7.1 | No | 4.6 | 4.7 | No |
| | PM | 7.3 | 7.3 | No | 4.8 | 4.8 | No |
| Veteran @ Santa Monica | AM | 7.3 | 7.3 | No | 4.8 | 4.8 | No |
| | PM | 7.3 | 7.4 | No | 4.8 | 4.9 | No |
| W Century Park @ Olympic | AM | 8.5 | 8.5 | No | 5.7 | 5.7 | No |
| | PM | 7.7 | 7.8 | No | 5.1 | 5.2 | No |
| Western @ 3rd | AM | 7.6 | 7.6 | No | 5.0 | 5.0 | No |
| | PM | 7.7 | 7.7 | No | 5.1 | 5.1 | No |
| Western @ Olympic | AM | 8.0 | 8.1 | No | 5.3 | 5.4 | No |
| | PM | 8.1 | 8.2 | No | 5.4 | 5.5 | No |
| Westwood @ Olympic | AM | 8.1 | 8.2 | No | 5.4 | 5.5 | No |
| | PM | 9.3 | 9.3 | No | 6.2 | 6.2 | No |
| Westwood @ Pico | AM | 7.7 | 7.8 | No | 5.1 | 5.2 | No |
| | PM | 8.2 | 8.3 | No | 5.5 | 5.5 | No |

Notes:

CALINE4 dispersion model output sheets and Emfac2007 emission factors are provided in Appendix C.

ppm = parts per million

^aPeak hour traffic volumes are based on the *Wilshire Boulevard Bus Rapid Transit Project Traffic Impact Analysis* prepared for the project by Iteris, 2009..

^bSCAQMD 2012 1-hour ambient background concentration (4.4 ppm) + 2012 base traffic CO 1-hour contribution.

^cSCAQMD 2012 1-hour ambient background concentration (4.4 ppm) + 2012 with-alternative traffic CO 1-hour contribution.

^dThe State standard for the 1-hour average CO concentration is 20 ppm, and the 8-hour average concentration is 9.0 ppm.

^eSCAQMD 2012 8-hour ambient background concentration (2.8 ppm) + 2012 base traffic CO 8-hour contribution.

^fSCAQMD 2012 8-hour ambient background concentration (2.8 ppm) + 2012 with-alternative traffic CO 8-hour contribution.

Source: ICF International, January 2010.

Table 5-10. Alternative A (Year 2020)—Local Area Carbon Monoxide Dispersion Analysis

| Intersection | Peak Period ^a | Max 1-Hour 2020 Base Concentration (ppm) ^b | Max 1-Hour 2020 w/ Alternative A Concentration (ppm) ^c | Significant 1-Hour Concentration Impact? ^d | Max 8-Hour 2020 Base Concentration (ppm) ^e | Max 8-Hour 2020 w/ Alternative A Concentration (ppm) ^f | Significant 8-Hour Concentration Impact? ^d |
|-------------------------------|--------------------------|---|---|---|---|---|---|
| Alvarado @ Olympic | AM | 6.2 | 6.1 | No | 4.1 | 4.0 | No |
| | PM | 6.3 | 6.3 | No | 4.1 | 4.1 | No |
| Alvarado @ Wilshire | AM | 6.1 | 6.1 | No | 4.0 | 4.0 | No |
| | PM | 6.1 | 6.1 | No | 4.0 | 4.0 | No |
| Barrington @ Wilshire | AM | 5.9 | 5.9 | No | 3.9 | 3.9 | No |
| | PM | 5.9 | 5.8 | No | 3.9 | 3.8 | No |
| Beverly Glen @ Olympic | AM | 6.7 | 6.7 | No | 4.4 | 4.4 | No |
| | PM | 6.7 | 6.7 | No | 4.4 | 4.4 | No |
| Beverly Glen @ Santa Monica | AM | 6.5 | 6.5 | No | 4.3 | 4.3 | No |
| | PM | 6.5 | 6.2 | No | 4.3 | 4.1 | No |
| Bundy @ Olympic | AM | 6.7 | 6.7 | No | 4.4 | 4.4 | No |
| | PM | 6.6 | 6.6 | No | 4.3 | 4.3 | No |
| Bundy @ Wilshire | AM | 6.0 | 6.0 | No | 3.9 | 3.9 | No |
| | PM | 6.0 | 6.0 | No | 3.9 | 3.9 | No |
| Century Park W @ Santa Monica | AM | 6.2 | 6.2 | No | 4.1 | 4.1 | No |
| | PM | 6.0 | 6.0 | No | 3.9 | 3.9 | No |
| Crenshaw @ Olympic | AM | 6.6 | 6.6 | No | 4.3 | 4.3 | No |
| | PM | 6.5 | 6.5 | No | 4.3 | 4.3 | No |
| Crenshaw @ Wilshire | AM | 6.0 | 5.9 | No | 3.9 | 3.9 | No |
| | PM | 6.1 | 6.0 | No | 4.0 | 3.9 | No |
| E Century Park @ Olympic | AM | 6.8 | 6.9 | No | 4.5 | 4.6 | No |
| | PM | 6.6 | 6.6 | No | 4.3 | 4.3 | No |
| Fairfax @ 3rd | AM | 6.2 | 6.2 | No | 4.1 | 4.1 | No |
| | PM | 6.2 | 6.2 | No | 4.1 | 4.1 | No |
| Fairfax @ Olympic | AM | 6.9 | 6.3 | No | 4.6 | 4.1 | No |
| | PM | 6.3 | 6.3 | No | 4.1 | 4.1 | No |
| Fairfax @ Wilshire | AM | 6.4 | 6.3 | No | 4.2 | 4.1 | No |
| | PM | 6.6 | 6.5 | No | 4.3 | 4.3 | No |
| Highland @ 6th | AM | 5.8 | 6.1 | No | 3.8 | 4.0 | No |
| | PM | 6.1 | 6.1 | No | 4.0 | 4.0 | No |
| Highland @ Olympic | AM | 6.1 | 6.0 | No | 4.0 | 3.9 | No |
| | PM | 6.1 | 6.1 | No | 4.0 | 4.0 | No |
| La Brea @ Olympic | AM | 6.5 | 6.5 | No | 4.3 | 4.3 | No |
| | PM | 6.7 | 6.7 | No | 4.4 | 4.4 | No |
| La Brea @ Wilshire | AM | 6.5 | 6.4 | No | 4.3 | 4.2 | No |
| | PM | 6.5 | 6.4 | No | 4.3 | 4.2 | No |
| Overland @ Olympic | AM | 6.3 | 6.3 | No | 4.1 | 4.1 | No |
| | PM | 6.6 | 6.6 | No | 4.3 | 4.3 | No |
| Overland @ Santa Monica | AM | 6.0 | 6.0 | No | 3.9 | 3.9 | No |
| | PM | 6.0 | 6.0 | No | 3.9 | 3.9 | No |
| S. Beverly Glen @ Sunset | AM | 5.9 | 5.9 | No | 3.9 | 3.9 | No |
| | PM | 5.9 | 5.9 | No | 3.9 | 3.9 | No |
| S. Beverly Glen @ Wilshire | AM | 6.4 | 6.8 | No | 4.2 | 4.5 | No |
| | PM | 6.3 | 6.2 | No | 4.1 | 4.1 | No |
| San Vicente @ Olympic | AM | 6.5 | 6.6 | No | 4.3 | 4.3 | No |
| | PM | 6.3 | 6.3 | No | 4.1 | 4.1 | No |

**Table 5-10. Alternative A (Year 2020)—Local Area Carbon Monoxide Dispersion Analysis
(Continued)**

| Intersection | Peak Period ^a | Max 1-Hour 2020 Base Concentration (ppm) ^b | Max 1-Hour 2020 w/ Alternative A Concentration (ppm) ^c | Significant 1-Hour Concentration Impact? ^d | Max 8-Hour 2020 Base Concentration (ppm) ^e | Max 8-Hour 2020 w/ Alternative A Concentration (ppm) ^f | Significant 8-Hour Concentration Impact? ^d |
|--------------------------|--------------------------|---|---|---|---|---|---|
| Sepulveda @ Olympic | AM | 6.4 | 6.4 | No | 4.2 | 4.2 | No |
| | PM | 6.8 | 6.8 | No | 4.5 | 4.5 | No |
| Sepulveda @ Pico | AM | 6.4 | 6.4 | No | 4.2 | 4.2 | No |
| | PM | 6.4 | 6.4 | No | 4.2 | 4.2 | No |
| Sepulveda @ Santa Monica | AM | 6.2 | 6.2 | No | 4.1 | 4.1 | No |
| | PM | 6.2 | 6.2 | No | 4.1 | 4.1 | No |
| Vermont @ 6th | AM | 6.3 | 6.2 | No | 4.1 | 4.1 | No |
| | PM | 6.5 | 6.5 | No | 4.3 | 4.3 | No |
| Vermont @ 8th | AM | 5.9 | 5.9 | No | 3.9 | 3.9 | No |
| | PM | 6.2 | 6.2 | No | 4.1 | 4.1 | No |
| Veteran @ Olympic | AM | 6.1 | 6.1 | No | 4.0 | 4.0 | No |
| | PM | 6.4 | 6.4 | No | 4.2 | 4.2 | No |
| Veteran @ Sunset | AM | 6.1 | 6.1 | No | 4.0 | 4.0 | No |
| | PM | 5.9 | 5.9 | No | 3.9 | 3.9 | No |
| W Century Park @ Olympic | AM | 6.6 | 6.6 | No | 4.3 | 4.3 | No |
| | PM | 6.2 | 6.2 | No | 4.1 | 4.1 | No |
| Western @ 3rd | AM | 6.1 | 6.1 | No | 4.0 | 4.0 | No |
| | PM | 6.1 | 6.2 | No | 4.0 | 4.1 | No |
| Western @ 6th | AM | 5.9 | 6.0 | No | 3.9 | 3.9 | No |
| | PM | 6.1 | 6.1 | No | 4.0 | 4.0 | No |
| Western @ Olympic | AM | 6.3 | 6.3 | No | 4.1 | 4.1 | No |
| | PM | 6.4 | 6.4 | No | 4.2 | 4.2 | No |
| Westwood @ Olympic | AM | 6.4 | 6.4 | No | 4.2 | 4.2 | No |
| | PM | 7.0 | 7.1 | No | 4.6 | 4.7 | No |
| Westwood @ Pico | AM | 6.2 | 6.2 | No | 4.1 | 4.1 | No |
| | PM | 6.5 | 6.5 | No | 4.3 | 4.3 | No |
| Westwood @ Santa Monica | AM | 6.4 | 6.4 | No | 4.2 | 4.2 | No |
| | PM | 6.5 | 6.6 | No | 4.3 | 4.3 | No |

Notes:

CALINE4 dispersion model output sheets and Emfac2007 emission factors are provided in Appendix C.

ppm = parts per million

^aPeak hour traffic volumes are based on the *Wilshire Boulevard Bus Rapid Transit Project Traffic Impact Analysis* prepared for the project by Iteris, 2009..

^bSCAQMD 2020 1-hour ambient background concentration (4.4 ppm) + 2020 base traffic CO 1-hour contribution.

^cSCAQMD 2020 1-hour ambient background concentration (4.4 ppm) + 2020 with-alternative traffic CO 1-hour contribution.

^dThe State standard for the 1-hour average CO concentration is 20 ppm, and the 8-hour average concentration is 9.0 ppm.

^eSCAQMD 2020 8-hour ambient background concentration (2.8 ppm) + 2020 base traffic CO 8-hour contribution.

^fSCAQMD 2020 8-hour ambient background concentration (2.8 ppm) + 2020 with-alternative traffic CO 8-hour contribution.

Source: ICF International, January 2010.

Similar to the proposed project, greenhouse gas emissions due to construction and operation of Alternative A would also result in less than significant impacts. **Mitigation Measures AQ-1** through **AQ-4** would ensure that any impacts related to GHG emissions are reduced or avoided as much as possible.

Cultural Resources (Historical, Archaeological and Paleontological)

A less-than-significant impact on cultural resources would occur under this alternative.

Similar to the proposed project, Alternative A would convert existing curb lanes on Wilshire Boulevard to bus and right-turn only operation in the peak periods on weekdays. To implement this alternative, curb lanes would be repaired or reconstructed, where necessary, and restriped and signed as peak period bus lanes. In other areas, curbside bus lanes would be added as new lanes to Wilshire Boulevard by widening and restriping. As a result of consultation with the California State Historic Preservation Officer (SHPO) on April 3, 2008, for the purposes of the built environment survey, only those areas where changes would occur to curbs and sidewalks would be included in the Area of Potential Effects (APE). This area is bounded by Bonsall Avenue to the east to Barrington Avenue to the west, extending one parcel on each side of Wilshire Boulevard excluding the north side of Wilshire between Bonsall Avenue and Federal Avenue (see map in Appendix C). The remainder of the proposed project alignment involves lane repaving and/or restriping, would not involve any physical changes to any architectural resources or sidewalk, has no potential to affect historic properties, and is excluded from the APE. Of the eight buildings that were identified as historical resources under the CEQA Guidelines, none were found to be affected by Alternative A. Although an identified resource located at 1250 Federal Avenue (United States Army Reserve Center/Sadao Munemori Hall) is located immediately adjacent to where the widening would occur, the improvements proposed under Alternative A would not have a direct or indirect impact on the historic resource. As a result, based on field observations and a review of the proposed improvements under Alternative A, modifications to the sidewalks adjacent to the eight historic resources would have no direct or indirect impact on the characteristics that qualify those resources for inclusion in the National Register or the California Register.

Similar to the proposed project, Alternative A would require construction activities. However, as with the proposed project, the bulk of the project involves activities, such as sidewalk removal, pavement replacement, or restriping, which are not ground disturbing. For purposes of this project, pavement replacement is not considered a ground-disturbing activity. In those instances where sidewalk widths would be reduced or turn pockets altered, the projected depths of subsurface work are anticipated to be very shallow. As with the proposed project, due to previous complications of encountering tar seepage during construction related activities in portions of the project corridor, the ground disturbance proposed for this alternative is not anticipated to go beyond two feet below the surface. Given that the shallowest depth where archaeological and paleontological resources may be encountered is six feet, it is anticipated that this alternative would not result in any direct or indirect impacts on archaeological

and paleontological resources.¹²⁸ Therefore, there would be no adverse effects on archaeological and paleontological resources.

Noise and Vibration

A less-than-significant impact due to noise and vibration would occur under this alternative.

Construction

Noise impacts from construction of Alternative A are expected to be similar to those of the proposed project since the same excavation and finishing activities for the reconstruction of the roadway base and the curbs are required for Alternative A as for the proposed project. The only differences are that under Alternative A, there would be no jut-out removal activities for realignment of the curbs from Comstock Avenue to Malcolm Avenue and additional resurfacing/ reconstruction of the curb lanes between Fairfax Avenue and San Vicente Boulevard and between the western boundary of the City of Beverly Hills to Westholme Avenue would occur. Construction noise impacts would be less along the stretch of Wilshire Boulevard between Comstock Avenue and Malcolm Avenue under Alternative A than under the proposed project since the removal of jut-outs to create a curb lane would not occur. However, noise impacts from Western Avenue to Fairfax Avenue would be extended from Western Avenue to San Vicente Boulevard under Alternative A. In addition, reconstruction of curb lanes would also occur from the Beverly Hills western city limit to Westholme Avenue under Alternative A, where only the installation of signage to convert existing curb lanes to peak period bus lanes would occur under the proposed project. Therefore, noise control measures (Mitigation Measures N-1 and N-2) are also recommended during construction of Alternative A to reduce the noise levels to the extent practicable in order to minimize the impact on nearby sensitive receptors.

Vibration levels due to Alternative A construction activity at nearby sensitive receptors would be temporary and would be well below the significance criteria of 0.2 inches per second Peak Particle Velocity, as demonstrated in Table 4.4-10. In addition, Alternative A would not require jut-out removal activities as under the proposed project. Therefore, construction vibration and groundborne noise impacts would be less than significant.

Operation

Alternative A would convert existing curb lanes on Wilshire Boulevard to bus and right-turn only operation in the peak periods on weekdays. Similar to the proposed project, for Alternative A curb lanes would be repaired or reconstructed where necessary, and restriped and signed as peak period bus lanes. In other areas, curbside bus lanes would be added as new lanes to Wilshire Boulevard by widening and restriping. There are no proposed improvements that would result in a change in operational noise output, excluding changes related to traffic noise. Traffic noise impacts are discussed below.

¹²⁸ ICF International, *Archaeological Survey Report for the Wilshire Bus Rapid Transit Project, Los Angeles, California*, April 2010.

According to the noise modeling results, since Alternative A would have a similar impact on traffic in the region, this alternative would not cause an exceedance of City of Los Angeles or County of Los Angeles noise standards or materially worsen an existing standard violation. Noise levels under Alternative A in both 2012 and 2020 are predicted to result in no net change from those predicted under the base scenario at half of the locations and increase only slightly (1 dBA) at others (Table 5-11). Since traffic noise levels would not increase by more than 1 dBA, traffic noise associated with Alternative A would result in less than significant impacts.

Table 5-11: Predicted Traffic Noise Levels – Alternative A

| Receptor # | Receptor Location | Modeled Existing Noise Level (dBA CNEL) | Modeled Opening Year (2010) without Alternative A Noise Level (dBA CNEL) | Modeled Opening Year (2010) with Alternative A Noise Level (dBA CNEL) | Modeled Horizon Year (2020) without Alternative A Noise Level (dBA CNEL) | Modeled Horizon Year (2020) with Alternative A Noise Level (dBA CNEL) | Estimated Maximum Increase Over Existing Noise Level With Alternative A (dBA) | Criterion Noise Level (dBA CNEL) | Future Traffic Noise Level Exceeds Local General Plan Guidelines? |
|------------|---|---|--|---|--|---|---|--|---|
| M-1 | Wilshire Blvd between Westlake Ave to Alvarado St | 68 | 69 | 69 | 69 | 69 | 1 | Permanent Increase of 5 to10 dBA from existing dBA | No |
| M-2 | Wilshire Blvd between Alvarado St to Park View St | 68 | 69 | 69 | 69 | 69 | 1 | Permanent Increase of 5 to10 dBA from existing dBA | No |
| M-3 | Wilshire Blvd between Shatto Pl to Vermont Ave | 69 | 70 | 69 | 70 | 70 | 1 | Permanent Increase of 5 to10 dBA from existing dBA | No |
| M-4 | Wilshire Blvd between Oxford Ave to Western Ave | 69 | 69 | 69 | 70 | 69 | 0 | Permanent Increase of 5 to10 dBA from existing dBA | No |
| M-5 | Wilshire Blvd between Crenshaw Blvd to Lorraine Blvd | 70 | 71 | 70 | 71 | 70 | 0 | Permanent Increase of 5 to10 dBA from existing dBA | No |
| M-6 | Wilshire Blvd between San Vicente Blvd to Tower Dr | 70 | 71 | 71 | 71 | 71 | 1 | Permanent Increase of 5 to10 dBA from existing dBA | No |
| M-7 | Wilshire Blvd between Beverly Glen Blvd to Holmby Ave | 71 | 71 | 71 | 72 | 71 | 0 | Permanent Increase of 5 to10 dBA from existing dBA | No |
| M-8 | Wilshire Blvd between Glendon Ave to Westwood Blvd | 70 | 71 | 71 | 71 | 71 | 1 | Permanent Increase of 5 to10 dBA from existing dBA | No |
| M-9 | Wilshire Blvd from Barrington Ave to Stoner Ave | 70 | 70 | 70 | 70 | 70 | 0 | Permanent Increase of 5 to10 dBA from existing dBA | No |
| M-10 | Olympic Blvd between Saltair Ave to Bundy Dr | 70 | 70 | 70 | 70 | 70 | 0 | Permanent Increase of 5 to10 dBA from existing dBA | No |

Source: ICF International, 2010.

The CNEL metric was used as it is the metric used by the City of Los Angeles and County of Los Angeles with regards to noise thresholds. In addition, it should be noted that the analysis performed for the proposed project is conservative since by using the CNEL metric, a worst-case scenario assumption of noise changes during the 24-hour period is used; however, Alternative A would only have a potential to affect conditions during a.m. and p.m. peak periods. The CNEL metric used by the City and County of Los Angeles also applies a more stringent requirement during evening and late night hours. Alternative A would not change overnight noise conditions.

Similar to the proposed project, groundborne vibration in the project vicinity would continue to be generated by vehicles traveling along the local roadways under Alternative A as they do in the existing condition. For Alternative A, only the following two segments of the project corridor would result in a change in the distance from the nearest travel lanes to the adjacent land uses:

- From Bonsall Avenue to Federal Avenue (approximately 0.4 mile), in order to accommodate an eastbound peak period bus lane, the sidewalk widths on both sides of Wilshire Boulevard would be reduced to a uniform width. Both eastbound and westbound lanes would be restriped. Wilshire Boulevard between Interstate 405 and Federal Avenue is bordered by the Veterans Administration (VA) property. The sidewalk widths on both sides of Wilshire Boulevard in this segment vary between 10 and 15 feet.
- From Federal Avenue to Barrington Avenue (approximately 0.1 mile), both sides of Wilshire Boulevard would be widened by reducing the sidewalk widths on both the north and south sides, allowing restriping of the street and creation of a new eastbound peak period bus lane and conversion of the westbound curb lane to a peak period bus lane. The intersection of Wilshire Boulevard and Federal Avenue is extremely congested in the eastbound direction. The widening of this two-block segment would allow buses to pass safely and quickly through the intersection of Wilshire Boulevard and Federal Avenue and provide a contiguous eastbound bus lane from Bonsall Avenue to Centinela Avenue.

There are no sensitive-receptors adjacent to the south side of Wilshire Boulevard between Sepulveda Boulevard and Federal Avenue. There are also no sensitive receptors adjacent to either side of Wilshire Boulevard between Federal Avenue and Barrington Avenue. Therefore, Alternative A would result in less than significant operational vibration impacts, and no mitigation would be required.

Land Use

No impact on land use and planning would occur under this alternative.

Similar to the proposed project, this alternative would include transportation improvements to portions of the Wilshire Corridor, an existing transportation corridor. No land uses would be acquired, and no land uses would be converted to transportation uses under this alternative. Similar to the proposed

project, no impacts on land use or compatibility with surrounding land uses would occur. No mitigation measures would be required.

Aesthetics

A less-than-significant impact would occur relative to the visual character, integrity, and quality of the project corridor under Alternative A.

Similar to the proposed project, this alternative would not include structures or other elements that would potentially obstruct views of far-off scenic features or structures and places that contribute to the visual character of the corridor, such as the potentially historic or historically significant cultural resources. The jut-outs would not be removed between Comstock Avenue and Malcolm Avenue, and, therefore, no trees would be removed in this area. However, Alternative A would also involve the extension of the eastbound left-turn pocket at Sepulveda Boulevard and street widening between Bonsall and Federal Avenues, which would affect the existing median, resulting in the removal of a number of small jacaranda trees. This alternative would comply with all local construction standards and guidelines, and as such, would not significantly affect the visual integrity of the surrounding neighborhood and streetscape/landscape along Wilshire Boulevard. Similar to the proposed project, this alternative would not result in a substantial new amount of lighting, or shadow effects, along Wilshire Boulevard. Because this alternative involves a smaller project area and does not include the removal of jut-outs and street trees, fewer visual changes would occur than under the proposed project. Therefore, less than significant visual impacts would result under Alternative A.

Biology

A less-than-significant impact would occur relative to biological resources under Alternative A.

As discussed for the proposed project, Alternative A is entirely within the Wilshire corridor. The project corridor is already used by buses and other vehicles. To create peak period curbside bus lanes to accommodate existing buses would not create any new impacts to existing biological resources, including sensitive or special-status species, in the project corridor and vicinity. In addition, the urban setting of the Wilshire corridor provides no opportunity for accessible movement between two or more existing open spaces. Operation of Alternative A would not create any new impacts related to ecologically sensitive areas and endangered species beyond existing conditions. Therefore, no adverse effects related to sensitive biological resources are anticipated to occur. Furthermore, Alternative A would avoid impacts to existing street trees on the jut-out sidewalk areas between Comstock Avenue and Malcolm Avenue that have been identified as potential migratory bird nesting habitat. Therefore, a less than significant impact would occur under Alternative A.

5.3 Alternatives Considered But Rejected

Section 15126.6(c) of the CEQA Guidelines states that alternatives may be eliminated from detailed consideration in the EIR if they fail to meet most of the project objectives, are infeasible, or do not avoid any significant environmental effects.

The following sections identify the alternatives that were considered but rejected from further consideration.

5.3.1 Alternative B – Truncated Project Alternative

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

This alternative is not being evaluated further because most public comment supported either the implementation of the bus lanes for the entire length of the project corridor or the retention of the jut-outs and existing landscape in the Westwood area between Comstock Avenue and Malcolm Avenue. Although this project would meet the project's objectives, the cost of this alternative would exceed the per-mile amount allowed under the Federal Very Small Starts Program because it reduces the project length but retains the expense of the jut-out removal. Accordingly, this project alternative would not qualify for the federal funding that has been allocated to the project. Without this funding, LACMTA and LADOT would not have adequate funds to implement this alternative.

In addition, this alternative would neither avoid nor substantially lessen any of the significant effects identified for the proposed project. As such, this project alternative was considered infeasible and eliminated from further analysis in this section of the EIR, consistent with State CEQA Guidelines Section 15126.6(c).

5.3.2 Alternative C – Mini-Bus Lanes Alternative

The Mini-Bus Lanes Alternative would include 2.5-miles of bus lanes compared to the 9.7 miles that would be included under the proposed project. This alternative would include bus lanes in selected segments plus street improvements and engineering enhancements.

This alternative is not being evaluated further because, while it would improve bus travel time through several congested locations, it would not substantially improve schedule reliability and reduce bus "bunching" due to congested conditions elsewhere in the corridor. One of the goals of the project is to increase transit ridership by providing more reliable bus service, and this alternative would not meet that goal. This alternative would also be

very difficult to enforce because of the intermittent nature of the bus lanes, as well as their short length, and would require an intensive enforcement approach. Additionally, since this alternative would not create a continuous BRT corridor, it would not be eligible for federal funding as part of the Very Small Starts Program. Finally, this alternative would require physical widening of Wilshire Boulevard within the Wilshire Community Plan Area, which the Community Plan prohibits. As such, this project alternative was considered infeasible and eliminated from further analysis in this section of the EIR, consistent with State CEQA Guidelines Section 15126.6(c).

5.4 Environmentally Superior Alternative

The environmentally superior alternative would be the No Project Alternative because it would result in no direct environmental impacts. However, as discussed previously, the No Project would not fulfill any of the project objectives. Under the No Project Alternative, no improvement to the Wilshire corridor would be made, and consequently, none of the benefits of the proposed project, including improvements to bus passenger travel times, bus service reliability, traffic congestion, curb lane conditions, and air quality, would be realized.

According to the CEQA Guidelines, if the environmentally superior alternative is the No Project Alternative, the EIR shall identify an environmentally superior alternative among the other alternatives. The analysis presented above and summarized in Table 5-12 indicates that Alternative A (Truncated Project Without Jut-Out Removal) would be the environmentally superior alternative. More specifically, Alternative A would have similar impacts to the proposed project with regards to air quality, cultural resources, noise, and land use but would have slightly lesser impacts related to traffic due to fewer intersections in 2020 that would not be mitigated to less than significant levels. In addition, Alternative A would have lesser impacts on aesthetics and biological resources due to the retention of trees associated with the elimination of the jut-out removal between Comstock Avenue and Malcolm Avenue in the Westwood area. Accordingly, Alternative A is considered the environmentally superior alternative.

Table 5-12: Comparison of Proposed Project, Alternative A, and No Project Alternative

| Environmental Topic | Proposed Project | Alternative A – Truncated Project Without Jut-Out Removal | No Project Alternative |
|-----------------------------------|--|--|-------------------------------|
| Traffic, Circulation, and Parking | Significant Unavoidable Impact on LOS; (8 intersections, year 2012); (9 intersections, year 2020); Mitigation Measure T-1 | Significant Unavoidable Impact on LOS; (8 intersections year 2012); (5 intersections year 2020); Mitigation Measure T-1; lesser impacts than the proposed project (fewer intersections in 2020 that would not be mitigated to less than significant levels). | No Impact |
| Air Quality | Less-Than-Significant Impact | Less-Than-Significant Impact; similar impacts to the proposed project. | No Impact |
| Cultural Resources | Less-Than-Significant Impact | Less-Than-Significant Impact: similar impacts to the proposed project. | No Impact |
| Noise | Less-Than-Significant Impact | Less-Than-Significant Impact; similar impacts to the proposed project. | No Impact |
| Land Use | No Impact | No Impact; similar impacts to the proposed project. | No Impact |
| Aesthetics | Less-Than-Significant Impact with Mitigation (Mitigation Measure A-1) | Less-Than-Significant Impact: lesser impacts than the proposed project since no trees would be removed between Comstock Avenue and Malcolm Avenue due to the elimination of jut-out removal in the Westwood area. | No Impact |
| Biology | Less-Than-Significant with Mitigation Measures (Mitigation Measures BR-1 and A-1) | Less-Than-Significant Impact: lesser impacts than the proposed project since no trees would be removed between Comstock Avenue and Malcolm Avenue due to the elimination of jut-out removal in the Westwood area. | No Impact |

Source: ICF International, 2010

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