Executive Summary/Summary of Findings

ES.1 Introduction and Background

In March 2004, the Los Angeles Department of Transportation (LADOT) and the Los Angeles County Metropolitan Transportation Authority (LACMTA) implemented peak period bus lanes along a one-mile segment of Wilshire Boulevard between Centinela Avenue and Federal Avenue in West Los Angeles, as part of a Bus Lane Demonstration Project. The purpose of this demonstration project was to test whether curbside, exclusive bus lanes operating in the a.m. and p.m. peak periods would significantly improve bus travel speeds and service on Wilshire Boulevard. This demonstration project resulted in improvements in bus speeds and reliability through the one-mile segment. Before and after data analysis indicated that this demonstration project resulted in a 14 percent bus speed improvement and up to a 32 percent improvement in bus schedule reliability.

In November 2006, LACMTA and LADOT began studying the feasibility of implementing end-to-end bus lanes on Wilshire Boulevard between downtown Los Angeles and the City of Santa Monica. The City of Los Angeles and LACMTA began the Wilshire Bus Speed Improvement Study. Three options were developed by LADOT, which are as follows:

- Peak period end-to-end bus lanes, which consists of the conversion of Wilshire Boulevard curb lanes from mixed flow to bus and right-turn only, and implementation of a number of engineering enhancements, including increased bus signal priority, bus stop relocations, pavement repair, and minor on-street parking space removal to improve bus speeds, schedule reliability, and overall bus travel times.
- All day mini bus lanes, which consist of implementation of "mini" bus lanes in selected segments, construction of a number of minor street improvements, and implementation of the engineering enhancements identified above.
- Implementation of engineering enhancements (e.g., traffic signal modifications/Transit Priority System) only.

In May 2007, the Los Angeles City Council was presented with the above options and made a decision to pursue the first option of constructing peak period end-to-end bus lanes, which clearly met the corridor objectives to reduce bus congestion, improve passenger travel times and average bus speeds, minimize parking space removal, and improve the mode shift from automobile to bus.

In August 2007, the demonstration project was temporarily suspended by the Los Angeles City Council until the one-mile segment could be integrated into a larger bus lane project.

In September 2007, LACMTA and the City of Los Angeles submitted a "Very Small Starts" funding application to the Federal Transit Administration (FTA) for the Wilshire Bus Rapid Transit (BRT) Project. Subsequently, in December 2007, FTA approved LACMTA's request to initiate project development activities for the proposed project.

LACMTA, City of Los Angeles, and Los Angeles County began evaluating the proposed Wilshire BRT Project in November 2008 as part of preparing an Initial Study/Environmental Assessment (IS/EA). Between November 12, 2008 and November 19, 2008, four community meetings were held to view a presentation regarding the Wilshire BRT Project and submit questions and/or comments for the technical team to incorporate. These meetings were attended by well over 300 residents and stakeholders.

As a consequence of input received at the community meetings held in November 2008, an Environmental Impact Report/Environmental Assessment (EIR/EA) is now being prepared. Another set of four project scoping meetings were held between October 5, 2009 and October-13, 2009, to provide the public the opportunity to comment on the project and the potential effects of the project that should be considered in the Draft EIR/EA.

ES.2 Project Location and Setting

The project is proposed along a corridor of Wilshire Boulevard between Valencia Street to the east (west of the Harbor Freeway) and Centinela Avenue to the west, excluding the portion of Wilshire Boulevard within the City of Beverly Hills. A majority of the project falls within the mid-western area of the City of Los Angeles and includes 9.7 miles of peak period curbside bus lanes. A small portion of the project, between Veteran Avenue and Federal Avenue (approximately 0.8 mile) near the Veterans Administration facilities, is within Los Angeles County jurisdiction. The Wilshire corridor is a densely populated, highly developed inner urban region with extensive commercial and nearby residential uses. Regional access to the Wilshire corridor is provided by a large number of intersecting streets, including Alvarado Street, Hoover Street, Vermont Avenue, Western Avenue, Crenshaw Boulevard, Highland Avenue, La Brea Avenue, Fairfax Avenue, San Vicente Boulevard, La Cienega Boulevard, Robertson Boulevard, Santa Monica Boulevard, Beverly Glen Boulevard, Westwood Boulevard, Sepulveda Boulevard, the San Diego Freeway (Interstate 405), Barrington Avenue, Bundy Avenue, and Centinela Avenue.

ES.3 Project Description

Implementation of the proposed project would require a number of general improvements. These general improvements include restriping of traffic lanes, as necessary; conversion of existing curb lanes to bus lanes in each direction during peak periods; upgrade of the existing transit signal priority system; selective street widening; reconstruction/resurfacing of curb lanes in select areas; and installation of traffic/transit signage and pavement markings, as necessary, to implement dedicated peak period bus lanes.

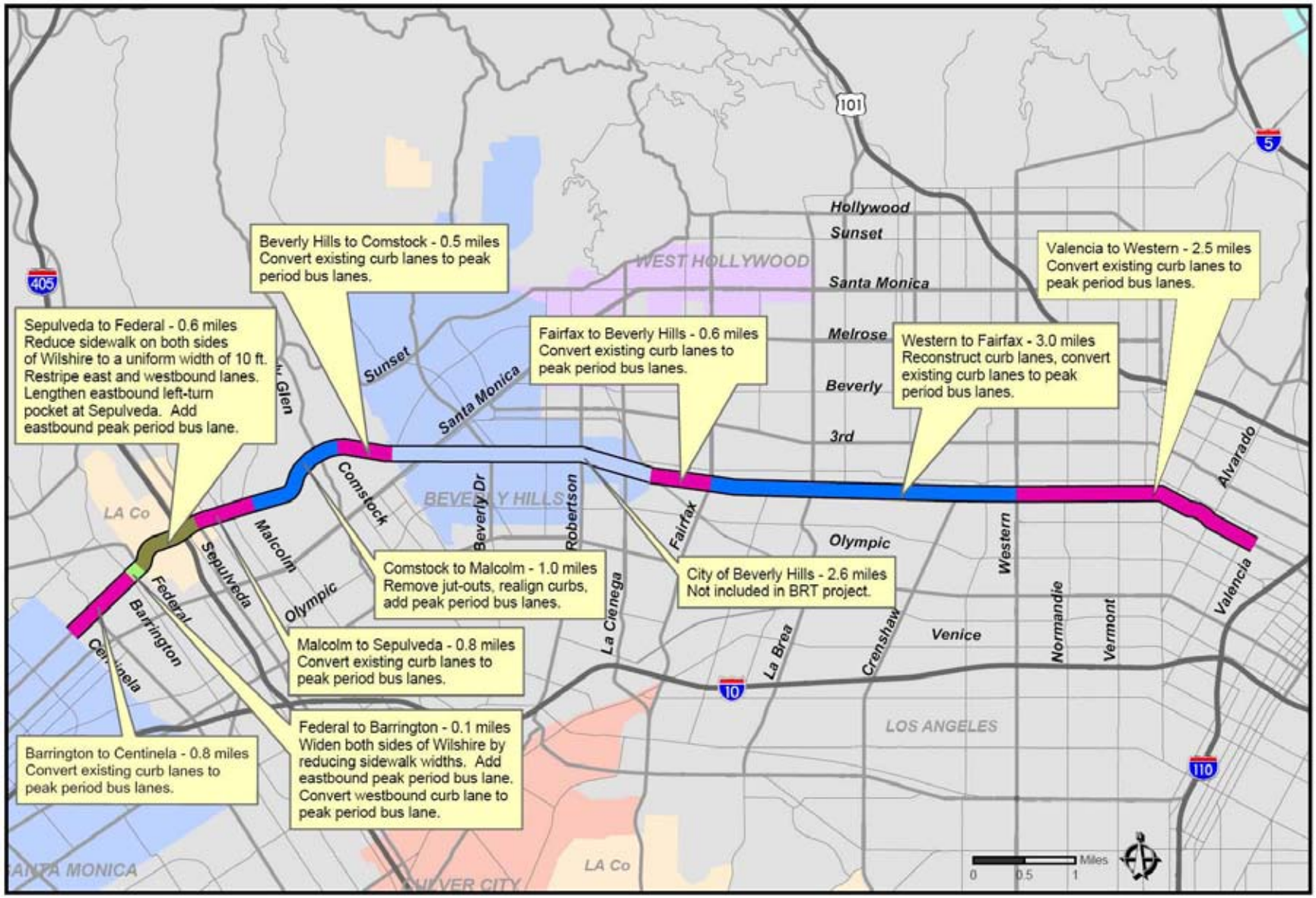
A variety of activities are proposed along the entire length of the project corridor within the City's boundaries (approximately 9.1 miles). Most of the existing curb lanes on Wilshire Boulevard in the City of Los Angeles would be "converted" to a bus and right-turn only operation in the peak periods (7 a.m. to 9 a.m. and 4 p.m. to 7 p.m.) on weekdays. In these segments, the curb lanes would be repaired or reconstructed, where necessary, and restriped and signed as peak period bus lanes. In other areas, curbside bus lanes would be added as new lanes to Wilshire Boulevard by widening or with the removal of jut-outs. Upgrades to the transit signal priority system would also be implemented, including (1) addition of bus signal priority at intersections with near-side bus stops (a recently developed and successfully tested concept), (2) increase in maximum available time for transit signal priority from 10 percent to 15 percent of the traffic signal cycle at minor intersections, and (3) reduction in the number of traffic signal recovery cycles from two to one at key intersections along the corridor.

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

Geographically, the key elements of the proposed project can be discussed based upon specific segments of the 9.9-mile Wilshire Boulevard corridor under consideration (not including the City of Beverly Hills). Proposed in both the eastbound and westbound directions, from east to west, these project segments can be summarized as follows and as presented in Figure ES-1:

- From Valencia Street to Western Avenue (approximately 2.5 miles), existing curb lanes would be converted to peak period bus lanes.
- From Western Avenue to Fairfax Avenue (approximately 3.0 miles), curb lanes would be reconstructed/resurfaced and converted to peak period bus lanes. The curb lanes in this segment have deteriorated to the point that both buses and vehicles seldom use the lanes because of extreme rough and uneven pavement conditions. Reconstruction of the roadway base (below the pavement surface) and curb and gutters, where damaged, would not only allow buses to consistently use the curb lanes but also improve the traffic capacity of the two adjacent lanes (in each direction) by moving buses from the curb-adjacent lanes to the curb lanes, thereby improving both the vehicular and transit levels of service in this segment.
- From Fairfax Avenue to the Beverly Hills city limits at the intersection of San Vicente Boulevard and Wilshire Boulevard (approximately 0.6 mile), existing curb lanes would be converted to peak period bus lanes. The lanes in this segment need only minor surface repairs.
- Within the Beverly Hills city limits (2.6 miles), no bus lanes would be implemented.

Figure ES1. Proposed Project Plan



Source: LACMTA, 2010.

- From the Beverly Hills city limits, west of the intersection of Wilshire Boulevard and Santa Monica Boulevard, to Comstock Avenue (approximately 0.5 mile), existing curb lanes would be converted to peak period bus lanes.
- From Comstock Avenue to Malcolm Avenue (approximately 1.0 mile), various curb improvements, including jut-out removal and realignment of curbs, would be necessary. This would allow the realignment of curbs to create new curb lanes, thereby adding peak period bus lanes. A number of parking spaces would be removed in this segment as a result of the removal of the curb jut-outs.
- From Malcolm Avenue to Sepulveda Boulevard (approximately 0.8 mile), existing curb lanes would be converted to peak period bus lanes.
- From Sepulveda Boulevard to Bonsall Avenue (approximately 0.2 mile), no bus lanes would be implemented. However, at Sepulveda Boulevard, the eastbound left-turn pocket would be lengthened by approximately 470 feet to accommodate a greater number of vehicles that are currently queued in the No. 1 eastbound traffic lane, resulting in full use of the No. 1 lane for through traffic movements.
- From Bonsall Avenue to Federal Avenue (approximately 0.4 mile), in order to accommodate an eastbound peak period bus lane, the sidewalk widths on both sides of Wilshire Boulevard would be reduced to a uniform width. Both eastbound and westbound lanes would be restriped. Wilshire Boulevard between Interstate 405 and Federal Avenue is bordered by the Veterans Administration (VA) property. The sidewalk widths on both sides of Wilshire Boulevard in this segment vary between 10 and 15 feet.
- From Federal Avenue to Barrington Avenue (approximately 0.1 mile), both sides of Wilshire Boulevard would be widened by reducing the sidewalk widths on the north and south sides, allowing restriping of the street and creation of a new eastbound peak period bus lane and conversion of the existing 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 Centinela Avenue to Bonsall Avenue.
- From Barrington Avenue to Centinela Avenue (approximately 0.8 mile), existing curb lanes would be converted to peak period bus lanes.

ES.4 Project Goals and Objectives/Purpose and Need

Wilshire Boulevard is the most heavily used transit corridor in the County of Los Angeles, with over 80,000 bus boardings taking place along the corridor each weekday. In addition to being the most heavily used transit corridor in

the County, Wilshire Boulevard has the distinction of having some of the highest average daily traffic (ADT) volumes in the City of Los Angeles. Approximately 110,000 automobiles pass through the intersections of Westwood Boulevard, Gayley Avenue, and Veteran Avenue each weekday in the Westwood area. While ADT volumes are lower along the eastern portion of the project area (e.g., the ADT volume at Fairfax Avenue is 62,000), the corridor's average ADT volume is estimated at 80,000. Moreover, Wilshire Boulevard is an important strategic BRT corridor due to the following: (1) the Mid-City/Westside segment of Wilshire Boulevard is a highly significant origin and/or destination point for trips in southern California, especially for transit trips, over 41% of which either originate or terminate in the Wilshire corridor; (2) the Wilshire corridor has a significantly higher transit mode split (20%) than the City of Los Angeles as a whole (8%), and the trend is expected to increase from nearly 2.5 to 2.8 times the City mode split; and (3) the Wilshire corridor currently has very high internal trip retention (over half of all trips begin and end in the corridor), and despite growth in regional trips, the corridor is expected to maintain these high internal trip retention percentages.

With increasing ADT volumes on Wilshire Boulevard, demands for viable alternatives to the automobile have increased as congestion continues to slow automobile travel. This same congestion also slows buses, increasing travel time, and reducing schedule reliability for transit customers, while increasing operating costs for Metro. Average bus speeds, along with automobile speeds, have declined steadily over the past 20 years. The Wilshire BRT Project is intended to further improve bus passenger travel times, service reliability, ridership of the existing Wilshire BRT system, and encourage a shift from automobile use to public transit.

Metro's Metro Rapid Program provides fast, frequent regional bus service throughout Los Angeles County. Key features of Metro Rapid include simple route layouts, frequent service, fewer stops, low-floor buses to facilitate boarding and alighting, color-coded buses and stations, and traffic signal priority

The program's success has garnered national acclaim from both the federal government and major transit providers. Launched in June 2000, the Wilshire/Whittier Metro Rapid Line 720 was one of the first two Metro Rapid Bus Rapid Transit (BRT) lines to be implemented in Los Angeles County. It demonstrated that by implementing a few key attributes as mentioned above, passenger travel times could be reduced by as much as 29% and ridership increased by as much as 40%.

Metro Rapid Line 720 currently serves Wilshire Boulevard from 4:00 a.m. to 1:00 a.m. weekdays, with service every 3 to 4 minutes during the peak hours. There are currently 51 buses operating during the peak periods on Metro Rapid Line 720. Wilshire Boulevard is also served by Local Line 20 and Metro Rapid Express Line 920. Local Line 20 operates 24 hours a day with service every 6 minutes during the peak hours, and up to 29 peak buses. Metro Rapid Express Line 920 operates every 6 to 7 minutes during the weekday peak hours only. The same level of service along Wilshire Boulevard is planned post implementation of the Wilshire BRT project.

Construction of the proposed Wilshire BRT project would not only assure the corridor's immediate and long-term success as a BRT facility but would further enhance all transit services along Wilshire Boulevard. When implemented, bus passenger travel times are expected to further improve by an average of 24%. Average Metro Rapid bus speeds are projected to increase by an average of nearly 32%. Up to a 10% mode shift from mixed flow to bus use is projected.

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

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

ES.5 Alternatives to the Proposed Project

ES.5.1 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.

ES.5.2 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 mid-block Veteran Avenue/Gayley Avenue to Sepulveda Boulevard, totaling 0.3 mile. Additionally, this alternative would eliminate the jut-out removal between Comstock Avenue and Malcolm Avenue (1.0 mile). The existing traffic lane would be converted to a bus lane in each direction between Comstock Avenue and Malcolm Avenue. Under Alternative A, an additional 1.8 miles of curb lane reconstruction/ resurfacing would occur between Fairfax Avenue and San Vicente Boulevard and between the western border of the City of Beverly Hills and Westholme Avenue.

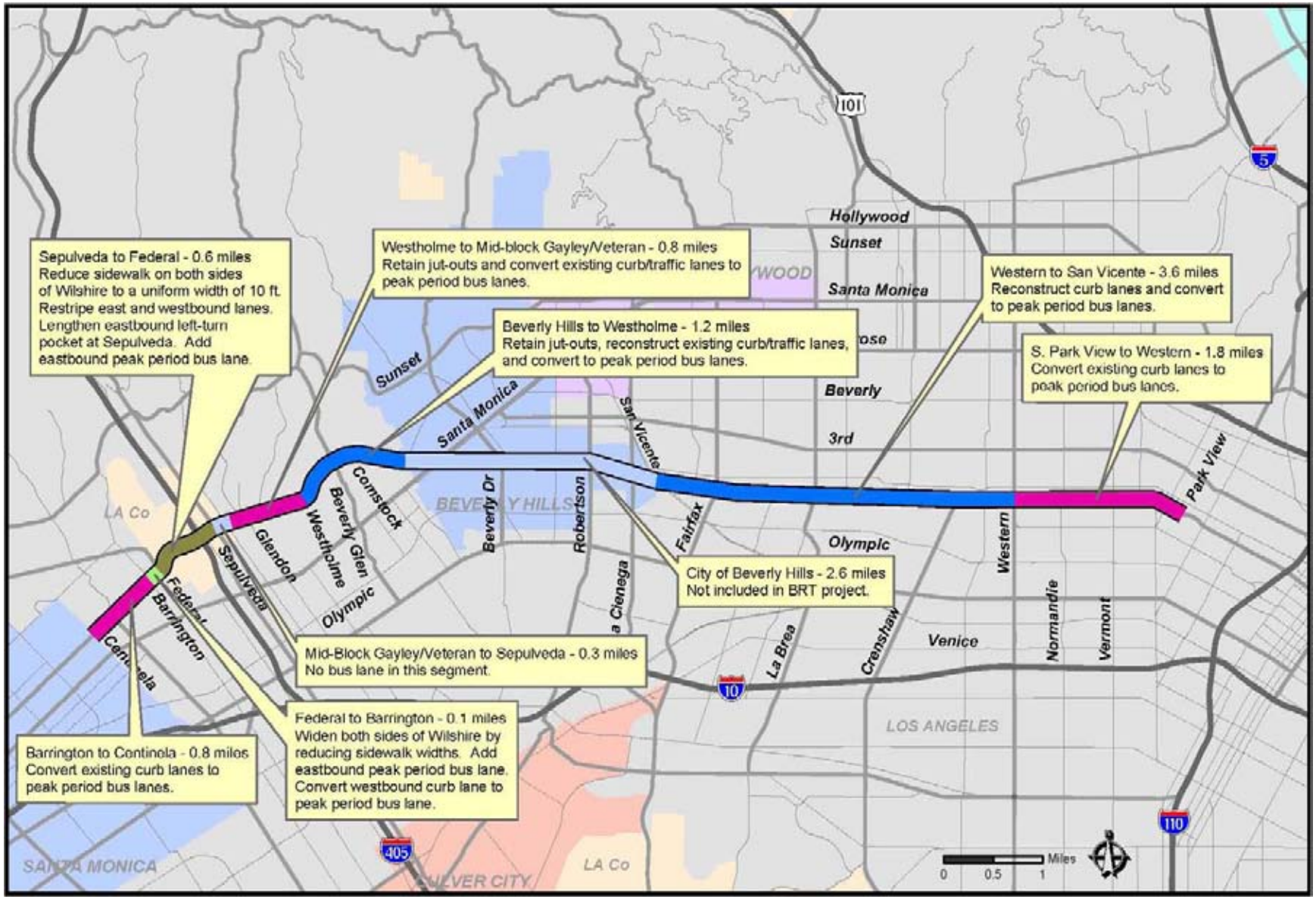
The key differences between this alternative and the proposed project are summarized from east to west (and implemented in both the eastbound and westbound directions), as follows and as presented in Figure ES-2:

- Elimination of the bus lane between Valencia Street and S. Park View Street;
- Inclusion of an additional 1.8 miles of curb lane reconstruction/ resurfacing between Fairfax Avenue and San Vicente Boulevard and between the western border of the City of Beverly Hills and Westholme Avenue;
- Retention of the jut-outs between Comstock Avenue and Malcolm Avenue; and
- Elimination of the bus lane from approximately 300 feet east of Veteran Avenue to the I-405 northbound ramps.

ES.5.3 Alternative B: Truncated Project

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

Figure ES-2: Alternative A – Truncated Project Without Jut-Out Removal



Source: LACMTA, 2010.

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

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

ES.5.4 Alternative C: Mini-Bus Lanes

The Mini-Bus Lanes Alternative would include a 2.5-mile bus lane compared to the 9.7 miles that would be included under the proposed project. This alternative would include bus lanes in selected segments plus street improvements and engineering enhancements. This alternative is not being evaluated further because, while it would improve bus travel time through several congested locations, it would not substantially improve schedule reliability and reduce bus "bunching" due to congested conditions elsewhere in the corridor. One of the goals of the project is to increase transit ridership by providing more reliable bus service, and this alternative would not meet that goal. This alternative would also be very difficult to enforce because of the intermittent nature of the bus lanes, as well as their short length, and would require an intensive enforcement approach. Additionally, since this alternative would not create a continuous BRT corridor, it would not be eligible for federal funding as part of the Very Small Starts Program. Finally, this alternative would require physical widening of Wilshire Boulevard within the Wilshire Community Plan Area, which the Community Plan prohibits. As such, this project alternative was considered infeasible and eliminated from further analysis in this EIR/EA.

ES.6 Areas of Controversy

Potential areas of controversy and issues to be resolved by the decision-makers include those areas where the potential for a significant unavoidable impact has been identified and/or an area where community concerns elevate the project's perceived effects beyond reasonable threshold criteria.

Areas of controversy associated with the proposed project also include those comments received in response to the Notice of Preparation (NOP), as well as input solicited during the public scoping meetings and an understanding of the community issues in the project area. Public comments were submitted concerning a large number of different topics, including the following:

- Concerns regarding anticipated increase in bus ridership;
- Impacts on automobile travel times/increased idling and congestion that would lead to more noise and air quality problems;
- Concerns regarding less accessibility to businesses and homes and reduced emergency access;
- Concerns regarding results of past trial bus lanes and results of test demonstration;
- Concerns regarding the creation of more traffic in the local neighborhoods;
- Concerns regarding increased accident rates;
- Impacts resulting from cut-through through traffic on the local neighborhoods;
- Concerns regarding the non-participation of the Cities of Santa Monica and Beverly Hills;
- Concerns regarding road degradation;
- Concerns regarding parking impacts (i.e., loss of approximately 11 permanent and approximately 85 peak hour parking spaces on Wilshire Boulevard);
- More stress, noise, pollution, and speeding vehicles/reduced quality of life;
- Impacts to air quality, noise and vibration from more buses and buses running closer to residential buildings;
- Concerns regarding the aesthetic impacts of the project;
- Concerns regarding potential decreases in property values;
- Increased risk to children, elderly, pedestrians, cyclists, and pets in the local neighborhoods (i.e., health and safety concerns);
- Concerns regarding land use impacts, change in neighborhood character, and consistency with community and specific plans and growth inducing impacts;
- Concerns about street widening and removal of sidewalks;
- Concerns regarding project impacts to traffic on north/south and east/west streets;
- Scope of the project should exclude the Westwood residential corridor; and
- Concerns regarding project elements to affect sidewalk, jut-outs, and median.

The public comment letters received on the project are included in Appendix A.

ES.7 Issues to Be Resolved

Issues to be resolved include those impacts that have been identified as significant and unavoidable (i.e., traffic). LACMTA will be required to prepare a Statement of Overriding Considerations (SOC) for those project impacts that cannot be mitigated to less than significant levels. Section 15093 of the CEQA Guidelines states that a lead agency is required to "balance, as applicable, the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered 'acceptable.'"

In addition, the lead agency must decide whether one of the alternatives should be approved rather than the proposed project.

ES.8 Summary of Impacts and Mitigation Measures

Table ES-1 provides a summary of the environmental effects that would result from implementation of the proposed project or Alternative A, potential mitigation measures, and the level of significance of the environmental impacts after implementation of the proposed mitigation, as identified in Chapter 4.0 of this document. Impacts identified as "potentially significant" are considered to be significant impacts under CEQA.

In addition to the project impacts under CEQA, Table ES-1 also summarizes the environmental impacts identified under the National Environmental Policy Act (NEPA), as identified in Chapter 7.0 of this document.

Table ES-1: Summary of Impacts and Mitigation Measures (Proposed Project and Alternative A)

Proposed Project Impacts	Alternative A Impacts	Mitigation Measures	Proposed Project Significance after Mitigation	Alternative A Significance after Mitigation
CEQA IMPACTS				
Traffic, Circulation, and Parking				
T1: The proposed project would result in significant impacts related to the exceedance of LOS criteria for multiple intersections in both 2012 and 2020 project years, as identified below: • Veteran Av/Sunset Bl; • Bundy Drive/Wilshire Bl; • Barrington Av/Wilshire Bl; • Veteran Av/Wilshire Bl; • Veteran Av/Santa Monica Bl ; • Westwood Bl/Santa Monica Bl ; • Overland Av/Santa Monica Bl; • Westwood Bl/Olympic Bl; • Beverly Glen Bl/Olympic Bl; • Sepulveda Bl/Pico Bl; • Westwood Bl/Pico Bl; • Overland Av/Pico Bl; • Highland Av/3rd St; • Alvarado St/6th St; • Fairfax Av/Wilshire Bl ; • La Brea Av/Wilshire Bl; • Highland Av/Wilshire; • Fairfax Av/Olympic Bl; • La Brea Av/Olympic Bl; • Highland Av/Olympic Bl; and • Crenshaw Bl/Olympic Bl.	Alternative A would result in significant impacts related to the exceedance of LOS criteria for multiple intersections in both 2012 and 2020 project years, as identified below: • Veteran Av/Sunset Bl; • Bundy Dr/Wilshire Bl; • Barrington Av/Wilshire Bl; • Beverly Glen Bl/Wilshire Bl; • Veteran Av/Santa Monica Bl; • Westwood Bl/Santa Monica Bl; • Overland Av/Santa Monica Bl; • Beverly Glen Bl/Santa Monica Bl; • Bundy Dr/Olympic Bl; • Westwood Bl/Olympic Bl; • Beverly Glen Bl/Olympic Bl; • Westwood Bl/Pico Bl; • Fairfax Av/Wilshire Bl; • La Brea Av/Wilshire Bl; • Highland Av/Wilshire Bl; • Fairfax Av/Olympic Bl; • La Brea Av/Olympic Bl; • Highland Av/Olympic Bl; and • Crenshaw Bl/Olympic Bl.	**T-1:** • Barrington Avenue/Wilshire Boulevard – The traffic signal at this intersection shall be modified to include a westbound "Protected plus Permitted" phase. By adding a "protected" left-turn phasing (a left-turn arrow), traffic operations can be improved and delay reduced, and the project impact at this location would be eliminated. • Veteran Avenue/Wilshire Boulevard – The eastbound and westbound bus lanes from mid-block Veteran Avenue/Gayley Avenue to Sepulveda Boulevard would be eliminated. By eliminating the bus lanes along this segment of the project corridor and allowing other through vehicles into the curb lane, the project impact at this location would be eliminated. • Westwood Boulevard/Santa Monica Boulevard – The southbound approach shall be restriped to add a second left-turn lane, and the southbound left-turn signal phasing shall be modified to	Impacts at 10 of the 18 significantly impacted intersections would be reduced to less than significant with implementation of the mitigation measures for 2012 with-project conditions. In addition, impacts at 10 of the 19 significantly affected intersections would be reduced to less than significant with implementation of the mitigation measures for 2020 with-project conditions. The following intersections are forecast to remain significantly affected because	Ten of the 19 significantly impacted intersections are reduced to less than significant levels under Alternative A similar to the proposed project. 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 Av/ Sunset Bl; • Bundy Dr/ Wilshire Bl; • Veteran Av/ Santa Monica Bl;

Table ES-1: Summary of Impacts and Mitigation Measures (Proposed Project and Alternative A) (Continued)

Proposed Project Impacts	Alternative A Impacts	Mitigation Measures	Proposed Project Significance after Mitigation	Alternative A Significance after Mitigation
		"Protected" phasing. By adding a "protected" left-turn phasing, traffic operations can be improved and delay reduced, and the project impact at this location would be eliminated. • Beverly Glen Boulevard/ Olympic Boulevard – The traffic signal shall be modified to include a northbound "Protected plus Permitted" phase. By adding a "Protected plus Permitted" left-turn phasing (a left-turn arrow [and left 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. • Sepulveda Boulevard/Pico Boulevard – The traffic signal shall be modified to include eastbound and southbound "Protected plus Permitted" phases. By adding a "Protected plus Permitted" left-turn phasing for heavy turning movements, traffic operations can be improved and delay reduced, and the project impact at this location would be eliminated. • Highland Avenue/3rd Street – The traffic signal shall be	no feasible mitigation measure could be identified: • Veteran Av/ Sunset Bl; • Bundy Dr/ Wilshire Bl; • Veteran Av/ Santa Monica Bl; • Overland Av/ Santa Monica Bl; • Westwood Bl/ Olympic Bl; • Westwood Bl/ Pico Bl; • Overland Av/ Pico Bl; • Fairfax Av/ Wilshire Bl; and • La Brea Av/ Wilshire Bl.	• Overland Av/ Santa Monica Bl; • Beverly Glen Bl/ Santa Monica Bl; • Westwood Bl/ Olympic Bl; • Westwood Bl/ Pico Bl; • Fairfax Av/ Wilshire Bl; and • La Brea Av/ Wilshire Bl.

Table ES-1: Summary of Impacts and Mitigation Measures (Proposed Project and Alternative A) (Continued)

Proposed Project Impacts	Alternative A Impacts	Mitigation Measures	Proposed Project Significance after Mitigation	Alternative A Significance after Mitigation
		modified to include a westbound "Protected plus Permitted" phase. By adding a "Protected plus Permitted" left-turn phasing for heavy turning movements, traffic operations can be improved and delay reduced, and the project impact at this location would be eliminated. • Alvarado Street/6th Street – The traffic signal shall be modified to include eastbound and westbound "Protected plus Permitted" phases. By adding a "Protected plus Permitted" left-turn phasing for heavy turning movements, traffic operations can be improved and delay reduced, and the project impact at this location would be eliminated. • Highland Avenue/Wilshire Boulevard – The traffic signal shall be modified to include a westbound "Protected plus Permitted" phase. By adding a "Protected plus Permitted" left-turn phasing for heavy turning movements, traffic operations can be improved and delay reduced, and the project impact at this location would be eliminated. • Fairfax Avenue/Olympic Boulevard The traffic signal		

Table ES-1: Summary of Impacts and Mitigation Measures (Proposed Project and Alternative A) (Continued)

Proposed Project Impacts	Alternative A Impacts	Mitigation Measures	Proposed Project Significance after Mitigation	Alternative A Significance after Mitigation
		phasing shall be modified to improve efficiency, and an Adaptive Traffic Control System (ATCS) shall be installed at eight intersections on Olympic Boulevard between Fairfax Avenue and La Brea Avenue. The ATCS is a personal computer-based program that provides a fully responsive method to accommodate real-time (actual) traffic conditions. The expected benefit to traffic flow is a reduction in the volume-to-capacity (V/C) ratio of 0.03 at the eight upgraded intersections, which corresponds to a 7.5 second reduction in overall intersection delay. • La Brea Avenue/Olympic Boulevard – The traffic signal shall be modified to include an eastbound "Protected plus Permitted" phase. By adding a "Protected plus Permitted" left-turn phasing for heavy turning movements, traffic operations can be improved and delay reduced, and the project impact at this location would be eliminated. • Highland Avenue/Olympic Boulevard – The traffic signal shall be modified to include a westbound "Protected plus		

Table ES-1: Summary of Impacts and Mitigation Measures (Proposed Project and Alternative A) (Continued)

Proposed Project Impacts	Alternative A Impacts	Mitigation Measures	Proposed Project Significance after Mitigation	Alternative A Significance after Mitigation
		Permitted" phase. By adding a "Protected plus Permitted" left-turn phasing for heavy turning movements, traffic operations can be improved and delay reduced, and the project impact at this location would be eliminated. • Crenshaw Boulevard/Olympic Boulevard –ATCS shall be installed at six intersections along Olympic Boulevard between La Brea Avenue and Crenshaw Boulevard. The expected benefit to traffic flow is a reduction in the volume-to-capacity (V/C) ratio of 0.03 at the six upgraded intersections, which corresponds to a 7.5 second reduction in overall intersection delay. No feasible mitigation measures are available at the remaining intersections.		
T2: The proposed project would result in less-than-significant impacts on local residential streets.	Alternative A would result in less-than-significant impacts on local residential streets.	No mitigation measures are required.	Not applicable.	Not applicable.
T3: The removal or restriction of parking spaces on Wilshire Boulevard would result in less than significant impacts.	The removal or restriction of parking spaces on Wilshire Boulevard would result in less than significant impacts.	No mitigation measures are required.	Not applicable.	Not applicable.
T4: The proposed project would result in less-than-significant impacts related to automobile/bus transition conflicts.	Alternative A would result in less-than-significant impacts related to automobile/bus transition conflicts.	No mitigation measures are required.	Not applicable.	Not applicable.

Table ES-1: Summary of Impacts and Mitigation Measures (Proposed Project and Alternative A) (Continued)

Proposed Project Impacts	Alternative A Impacts	Mitigation Measures	Proposed Project Significance after Mitigation	Alternative A Significance after Mitigation
T5: A less-than-significant impact would occur related to inadequate emergency access.	A less-than-significant impact would occur related to inadequate emergency access.	No mitigation measures are required.	Not applicable.	Not applicable.
Air Quality				
AQ1: The proposed project would be consistent with the projections in the AQMP, resulting in a less-than-significant impact.	Alternative A would be consistent with the projections in the AQMP, resulting in a less-than-significant impact.	No mitigation measures are required.	Not applicable.	Not applicable.
AQ2: Criteria pollutant emissions for both construction and operation of the proposed project would result in a less-than-significant regional air quality impact.	Criteria pollutant emissions for both construction and operation of Alternative A would result in a less-than-significant regional air quality impact.	No mitigation measures are required.	Not applicable.	Not applicable.
AQ3: The proposed project would result in less than significant impacts in exposing sensitive receptors to substantial pollutant concentrations.	Alternative A would result in less than significant impacts in exposing sensitive receptors to substantial pollutant concentrations.	No mitigation measures are required.	Not applicable.	Not applicable.
AQ4: The proposed project would result in less than significant odor impacts.	Alternative A would result in less than significant odor impacts	No mitigation measures are required.	Not applicable.	Not applicable.
AQ5: The proposed project would result in less than significant greenhouse gas emissions impacts.	Alternative A would not result in significant greenhouse gas emissions impacts.	Project-related impacts are expected to be less than significant because climate change would not occur directly from project emissions. Nevertheless, mitigation measures to reduce project-related GHG emissions by the greatest extent feasible are prescribed below:	Less than significant.	Less than significant.

Table ES-1: Summary of Impacts and Mitigation Measures (Proposed Project and Alternative A) (Continued)

Proposed Project Impacts	Alternative A Impacts	Mitigation Measures	Proposed Project Significance after Mitigation	Alternative A Significance after Mitigation
		AQ-1: To the extent applicable and practicable, minimize, reuse, and recycle construction-related waste. **AQ-2**: Minimize grading, earth-moving, and other energy-intensive construction practices. **AQ-3**: To the extent applicable and practicable, replacement trees or landscaping shall be provided. **AQ-4**: To the extent applicable and practicable, use solar power or electricity from power poles rather than temporary diesel power generators.		
Cultural Resources				
CR1: A less-than-significant impact on archaeological resources would occur. The proposed improvements would have no direct or indirect impact on archaeological resources, particularly the La Brea Tar Pits in the project area.	A less-than-significant impact on archaeological resources would occur. The proposed improvements would have no direct or indirect impact on archaeological resources, particularly the La Brea Tar Pits in the project area.	No mitigation measures are required.	Not applicable.	Not applicable.
CR2: A less-than-significant impact on historic resources would occur. Modifications to the sidewalks adjacent to 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.	A less-than-significant impact on historic resources would occur. Modifications to the sidewalks adjacent to 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.	No mitigation measures are required.	Not applicable.	Not applicable.

Table ES-1: Summary of Impacts and Mitigation Measures (Proposed Project and Alternative A) (Continued)

Proposed Project Impacts	Alternative A Impacts	Mitigation Measures	Proposed Project Significance after Mitigation	Alternative A Significance after Mitigation
CR3: A less-than-significant impact on paleontological resources would occur. It is anticipated that the proposed project would result in no direct or indirect impacts on paleontological resources.	A less-than-significant impact on paleontological resources would occur. It is anticipated that the proposed project would result in no direct or indirect impacts on paleontological resources.	No mitigation measures are required.	Not applicable.	Not applicable.
Noise				
N1: Exposure to noise levels in excess of applicable standards and to substantial permanent increase in ambient noise would be considered less than significant.	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 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. Therefore, 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 the reconstruction of	Project-related noise impacts are expected to be less than significant. However, since construction noise levels would temporarily increase, the following mitigation measures are included: **N-1:** To the extent applicable, practicable, and feasible, all noise-producing construction equipment and vehicles using internal combustion engines shall be equipped with mufflers, air-inlet silencers where appropriate, and any other shrouds, shields, or other noise-reducing features in good operating condition that meet or exceed original factory specification. Mobile or fixed "package" equipment (e.g., arc-welders, air compressors) may be equipped with shrouds and noise control features that are readily available for that type of equipment. **N-2:** To the extent applicable, practicable, and feasible, electrically powered equipment	Less than significant.	Less than significant.

Table ES-1: Summary of Impacts and Mitigation Measures (Proposed Project and Alternative A) (Continued)

Proposed Project Impacts	Alternative A Impacts	Mitigation Measures	Proposed Project Significance after Mitigation	Alternative A Significance after Mitigation
	curb lanes would be extended under Alternative A. Therefore, noise control measures (Mitigation Measures N-1 through N-4) 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.	shall be used instead of pneumatic or internal combustion powered equipment. **N-3:** The use of noise-producing signals, including horns, whistles, alarms, and bells, shall be for safety warning purposes only. **N-4:** No project-related public address or music system shall be audible at any adjacent receptor.		
N2: The proposed project would result in less-than-significant groundborne vibration or groundborne noise impacts as a result of construction activities and projected operational conditions.	Alternative A would result in less-than-significant groundborne vibration or groundborne noise impacts as a result of construction activities and projected operational conditions.	No mitigation measures are required.	Not applicable.	Not applicable.
Land Use				
LU1: The proposed project would not result in an impact related to compatibility with surrounding land uses.	Alternative A would not result in an impact related to compatibility with surrounding land uses.	No mitigation measures are required.	Not applicable.	Not applicable.
LU2: The proposed project would not result in an impact related to division of an existing neighborhood.	Alternative A would not result in an impact related to division of an existing neighborhood.	No mitigation measures are required.	Not applicable.	Not applicable.
LU3: The proposed project would not result in an impact related to consistency with applicable plans and policies.	Alternative A would not result in an impact related to consistency with applicable plans and policies.	No mitigation measures are required.	Not applicable.	Not applicable.
Aesthetics				
A1: Impacts related to the visual character or quality of the site and	Under Alternative A, the jut-outs would not be removed between	**A-1**: Wherever physically feasible, trees within the existing	Less than significant.	Not applicable.

Table ES-1: Summary of Impacts and Mitigation Measures (Proposed Project and Alternative A) (Continued)

Proposed Project Impacts	Alternative A Impacts	Mitigation Measures	Proposed Project Significance after Mitigation	Alternative A Significance after Mitigation
its surroundings may be potentially significant. The removal of jut-outs along the segment of the project corridor between Comstock Avenue and Malcolm Avenue would result in the removal of up to 40 magnolia street trees. Similarly, the segment of the proposed project, where an existing eastbound left-turn pocket would be extended and the street widened between Bonsall and Federal Avenues, would involve the removal of a maximum of 30 small jacaranda trees between I-405 and Federal Avenue. However, the proposed project would comply with all local construction standards and guidelines, including design guidelines for roadways, streetscape, and landscaping, and as such, would not significantly affect the visual integrity of the surrounding neighborhood and streetscape/landscape along Wilshire Boulevard.	Comstock Avenue and Malcolm Avenue, and, therefore, no trees would be removed in this area. However, Alternative A would also involve the extension of the eastbound left-turn pocket at Sepulveda Boulevard and street widening between Bonsall and Federal Avenues, which would affect the existing median, resulting in the removal of a number of small jacaranda trees. This alternative would comply with all local construction standards and guidelines, including design guidelines for roadways, streetscape, and landscaping, and as such, would not significantly affect the visual integrity of the surrounding neighborhood and streetscape/landscape along Wilshire Boulevard.	jut-outs shall be preserved or relocated and incorporated into the landscape plan where space permits.		
Biological Resources				
BR1: Project operation would not create any new impacts related to ecologically sensitive areas and endangered species beyond existing conditions. Therefore, a less-than-significant impact related to sensitive or special status plant and animal species would occur.	A less-than-significant impact would occur relative to the visual character, integrity, and quality of the project corridor under Alternative A.	No mitigation measures are required.	Not applicable	Not applicable.
BR2: The segment of the proposed project, where jut-outs are proposed	Alternative A would avoid impacts to existing street trees on the jut-out	**BR-1**: Prior to the typical breeding/nesting season for	Less than significant.	Not applicable.

Table ES-1: Summary of Impacts and Mitigation Measures (Proposed Project and Alternative A) (Continued)

Proposed Project Impacts	Alternative A Impacts	Mitigation Measures	Proposed Project Significance after Mitigation	Alternative A Significance after Mitigation
to be removed, would involve the removal of a maximum of 40 trees along Wilshire Boulevard between Comstock Avenue and Malcolm Avenue, which may serve as habitat for migratory birds. This may result in conflict with state and federal laws protecting native birds and their active nests. Similarly, the segment of the proposed project, where an existing eastbound left-turn pocket would be extended and the street widened between Bonsall and Federal Avenues, would involve the removal of a maximum of 30 small jacaranda trees between I-405 and Federal Avenue. However, these trees are ornamental and would not provide suitable habitat for migratory birds. Therefore, no impacts related to migratory birds are anticipated along this segment.	sidewalk areas between Comstock Avenue and Malcolm Avenue that have been identified as potential migratory bird nesting habitat. Similar to the proposed project, the segment of the proposed project, where an existing eastbound left-turn pocket would be extended and the street widened between Bonsall and Federal Avenues, would involve the removal of a maximum of 30 small jacaranda trees between I-405 and Federal Avenue. However, these trees are ornamental and would not provide suitable habitat for migratory birds. Therefore, a less than significant impact would occur under Alternative A.	birds (February 1 through September 1), trees to be removed as part of the jut-out removal between Comstock Avenue and Malcolm Avenue shall be netted to prevent birds from inhabiting the trees prior to tree removal and construction.		
BR3: The proposed project would remove a maximum of 40 trees along Wilshire Boulevard, between Comstock Avenue and Malcolm Avenue and a maximum of 30 small trees in the median between I-405 and Federal Avenue. This would potentially conflict with City of Los Angeles requirements for the preservation or replacement of street trees and state and federal laws protecting native birds and their active nests.	Alternative A would avoid impacts to existing street trees on the jut-out sidewalk areas between Comstock Avenue and Malcolm Avenue. However, similar to the proposed project, Alternative A would require the removal of a maximum of 30 trees. Regardless, there are no City- or County-protected trees within this segment of the project corridor.. Therefore, a less than significant impact would occur under Alternative A.	Please refer to Mitigation Measures **A-1 and BR-1** above.	Less than significant.	Not applicable.

Table ES-1: Summary of Impacts and Mitigation Measures (Proposed Project and Alternative A) (Continued)

Proposed Project Impacts	Alternative A Impacts	Mitigation Measures	Proposed Project Significance after Mitigation	Alternative A Significance after Mitigation
NEPA IMPACTS				
Land Use & Zoning				
The proposed action would be consistent with local plans and policies identified in the Westlake, Wilshire, Westwood, Brentwood-Pacific Palisades, and West Los Angeles Community Plan. No adverse effects would occur.	Alternative A would be consistent with local plans and policies identified in the Westlake, Wilshire, Westwood, Brentwood-Pacific Palisades, and West Los Angeles Community Plan. No adverse effects would occur.	No mitigation measures are required.	Not applicable.	Not applicable.
Traffic & Parking				
The proposed action would result in unacceptable levels of service and exceed local criteria for determining traffic impacts at some of the local intersections. Most of the delays would be 15 seconds or less, but because the intersections are already operating at unacceptable levels of service, the established local threshold is very low. However, the proposed action would be expected to result in a beneficial regional effect on traffic through the increased efficiency and public utilization of the Wilshire BRT system. Therefore, despite any localized traffic impacts discussed above, within the larger context of the Wilshire corridor and the City of Los Angeles, the proposed action would not have an adverse effect on traffic and circulation.	Similar to the proposed action, Alternative A would result in unacceptable levels of service and exceed local criteria for determining traffic impacts at some of the local intersections. However, the Alternative A would be expected to result in a beneficial regional effect on traffic through the increased efficiency and public utilization of the Wilshire BRT system. Therefore, despite any localized traffic impacts discussed above, within the larger context of the Wilshire corridor and the City of Los Angeles, Alternative A would not have an adverse effect on traffic and circulation. Similar to the proposed action, Alternative A would result in the removal of approximately 11 parking spaces between S. Park View Street and Fairfax Avenue (a	Mitigation Measure **T-1** identified above would be implemented in order to avoid or reduce some of the expected localized traffic impacts.	Not applicable.	Not applicable.

Table ES-1: Summary of Impacts and Mitigation Measures (Proposed Project and Alternative A) (Continued)

Proposed Project Impacts	Alternative A Impacts	Mitigation Measures	Proposed Project Significance after Mitigation	Alternative A Significance after Mitigation
The proposed action would result in the removal of approximately 11 parking spaces between Valencia Street and Fairfax Avenue (a distance of approximately 5.5 miles) to accommodate larger or relocated bus stops for facilitating bus movements in and out of stops. The removed parking spaces would be spread throughout this segment of the project, with no more than three spaces being removed on any single block. The removed parking spaces would have a small effect on parking supply to serve local businesses during off-peak hours. During peak periods, parking is prohibited under current conditions; as such, the removal of these parking spaces would not affect parking supply at all. In addition to the 11 parking spaces discussed above, under the proposed action, parking in approximately 85 existing on-street parking spaces between Selby Avenue and Comstock Avenue would be prohibited during peak hours. As a result, guests of certain residents may be required to either park in spaces on adjacent streets within a preferential parking district or use off-street visitor parking spaces. However, a project's potential impact on parking supply is considered a *social* impact, not an environmental impact. Therefore,	distance of approximately 4.8 miles) to accommodate larger or relocated bus stops for facilitating bus movements in and out of stops. The removed parking spaces would be spread throughout this segment of the project, with no more than three spaces being removed on any single block. The removed parking spaces would have a small effect on parking supply to serve local businesses during off-peak hours. During peak periods, parking is prohibited under current conditions; as such, the removal of these parking spaces would not affect parking supply at all. Under Alternative A, parking supply would be unchanged between Comstock Avenue and Malcolm Avenue since jut-outs in this area would be retained. Therefore, no impact on parking would occur in this area.			

Table ES-1: Summary of Impacts and Mitigation Measures (Proposed Project and Alternative A) (Continued)

Proposed Project Impacts	Alternative A Impacts	Mitigation Measures	Proposed Project Significance after Mitigation	Alternative A Significance after Mitigation
the removal or restriction of parking spaces on Wilshire Boulevard would not result in adverse effects related to parking.				
Air Quality				
Operation of the proposed action would not result in a substantial adverse effect related to criteria pollutants or toxic air contaminants.	Operation of Alternative A would not result in a substantial adverse effect related to criteria pollutants or toxic air contaminants.	No mitigation measures are required.	Not applicable.	Not applicable.
Planning & Air Quality Conformity				
The proposed action's operational emissions, which include the ozone (O_3) precursors reactive organic gases (ROG) and nitrogen oxides (NO_X), meet regional transportation conformity determination requirements imposed by the U.S. Environmental Protection Agency (EPA). In addition, the proposed action qualifies for an exemption from the requirement to determine conformity per 23 CFR 93.126. As such, the proposed action does not require a project-level conformity analysis.	Similar to the proposed action, Alternative A qualifies for an exemption from the requirement to determine conformity per 23 CFR 93.126. As such, the project does not require a project-level conformity analysis.	No mitigation measures are required.	Not applicable.	Not applicable.
Carbon Monoxide Hot Spots				
No substantial adverse effect related to carbon monoxide hotspots would occur for any of the study area intersection locations under the proposed action.	No substantial adverse effect related to carbon monoxide hotspots would occur for any of the study area intersection locations under Alternative A	No mitigation measures are required.	Not applicable.	Not applicable.

Table ES-1: Summary of Impacts and Mitigation Measures (Proposed Project and Alternative A) (Continued)

Proposed Project Impacts	Alternative A Impacts	Mitigation Measures	Proposed Project Significance after Mitigation	Alternative A Significance after Mitigation
Greenhouse Gas Emissions				
During operation of the proposed action, it would be expected that a beneficial impact on GHG emissions would occur due to decreased traffic congestion along the Wilshire corridor, increased efficiency and use of the CNG-fueled Wilshire BRT, and decreased personal vehicle VMTs.	During operation of Alternative A, it would be expected that a beneficial impact on GHG emissions would occur due to decreased traffic congestion along the Wilshire corridor, increased efficiency and use of the CNG-fueled Wilshire BRT, and decreased personal vehicle VMTs.	While no substantial adverse effects requiring mitigation would occur under the proposed action or Alternative A, the Mitigation Measures **AQ-1** through **AQ-4** would reduce project-related GHG emissions by the greatest extent feasible.	Not applicable.	Not applicable.
Historic, Archaeological, & Paleontological Resources				
It is anticipated that the proposed action would result in no direct or indirect impacts on historic, archaeological, and paleontological resources. Therefore, there would be no adverse effects on historic, archaeological, and paleontological resources.	It is anticipated that Alternative A would result in no direct or indirect impacts on historic, archaeological, and paleontological resources. Therefore, there would be no adverse effects on historic, archaeological, and paleontological resources.	No mitigation measures are required.	Not applicable.	Not applicable.
Visual Quality				
Under the proposed action, the removal of street trees between Comstock Avenue and Malcolm Avenue in the Westwood area may adversely affect the visual integrity of the surrounding neighborhood and streetscape/landscape along Wilshire Boulevard. No adverse effects would occur related to light, glare and shadows.	No adverse effects are anticipated related to the visual character, integrity, and quality of the project corridor. Furthermore, no adverse effects related to light, glare and shadows would occur.	Please refer to Mitigation Measure **A-1** above.	No adverse effects would occur after mitigation.	Not applicable
Noise				
Project noise levels are predicted to decrease from what they would be	Project noise levels are predicted to decrease from what they would be	No mitigation measures are required.	Not applicable.	Not applicable.

Table ES-1: Summary of Impacts and Mitigation Measures (Proposed Project and Alternative A) (Continued)

Proposed Project Impacts	Alternative A Impacts	Mitigation Measures	Proposed Project Significance after Mitigation	Alternative A Significance after Mitigation
without the proposed action at most locations, and increase only slightly, and by no more than 1 dBA at other locations. Accordingly, the proposed action would not result in long-term adverse traffic noise effects on the surrounding area. No adverse effects related to operational noise would occur under the proposed action.	without Alternative A at most locations, and increase only slightly, and by no more than 1 dBA at other locations. Accordingly, Alternative A would not result in long-term adverse traffic noise effects on the surrounding area. No adverse effects related to operational noise would occur under Alternative A.			
Vibration				
One of the project elements involves the reconstruction and smoothing of the roadway surface, where it is deteriorated, resulting in holes, dips, and bumps. By smoothing these irregular portions of Wilshire Boulevard, the proposed action would result in a benefit due to the net reduction in vibration from roadway surface irregularities affecting buses along the project corridor. Therefore, no adverse effects would occur during operation of the proposed action.	Operational impacts with regards to vibration in Alternative A are similar to those under the proposed action.	No mitigation measures are required.	Not applicable.	Not applicable.
Land Acquisitions				
The proposed action would not require the acquisition of any properties or result in the displacement of land uses currently in the project corridor. Therefore, no impacts related to land acquisition, displacement and relocation would occur as a result of the proposed action.	Alternative A would not require the acquisition of any properties or result in the displacement of land uses currently in the project corridor. Therefore, no impacts related to land acquisition, displacement and relocation would occur as a result of Alternative A.	No mitigation measures are required.	Not applicable.	Not applicable

Table ES-1: Summary of Impacts and Mitigation Measures (Proposed Project and Alternative A) (Continued)

Proposed Project Impacts	Alternative A Impacts	Mitigation Measures	Proposed Project Significance after Mitigation	Alternative A Significance after Mitigation
Hazardous Materials				
The proposed action would not introduce any new hazardous materials as part of the operation of the proposed action, as the same types and numbers of buses would continue to operate along the Wilshire corridor. As such, project operation would not create any new impacts related to the use of hazardous materials beyond existing conditions.	Alternative A would not introduce any new hazardous materials as part of project operation, as the same types and numbers of buses would continue to operate along the Wilshire corridor. As such, project operation would not create any new impacts related to the use of hazardous materials beyond existing conditions under Alternative A.	No mitigation measures are required.	Not applicable.	Not applicable
Geology, Soils, Seismicity				
The potential for soil erosion during the operation of the proposed action is low because the project alignment is currently entirely paved. No adverse effects would occur related to geology or seismicity would occur under the proposed action.	The potential for soil erosion during the operation of Alternative A is low because the project alignment is currently entirely paved. No adverse effects would occur related to geology or seismicity would occur under Alternative A.	No mitigation measures are required.	Not applicable.	Not applicable
Community Disruption/Environmental Justice				
The proposed action would not require acquisition of any residential or commercial properties. Furthermore, during construction, disruptions to electricity, water, gas, and other public utilities would not be expected since project activities would not involve excavation or disturbance of subsurface facilities. Therefore, it is anticipated that the community, including businesses	Similar to the proposed action, Alternative A would not result in any disproportionately high or adverse human health or environmental effects along the project corridor. Alternative A would not require acquisition of any residential or commercial properties. Furthermore, during construction, disruptions to electricity, water, gas, and other public utilities would not be	No mitigation measures are required.	Not applicable.	Not applicable

Table ES-1: Summary of Impacts and Mitigation Measures (Proposed Project and Alternative A) (Continued)

Proposed Project Impacts	Alternative A Impacts	Mitigation Measures	Proposed Project Significance after Mitigation	Alternative A Significance after Mitigation
and residences, within and adjacent to the project corridor would remain intact. In addition, the impacts borne by the minority and low-income communities along the project corridor would be similar and no greater than impacts borne by all populations and populations in non-minority communities. It should be noted that minority populations may rely on transit heavily and, therefore, transit improvements as a result of this project would be beneficial to these communities. The construction and operational impacts of the proposed action would not disproportionately impact minority or low-income groups, and, therefore, effects related to community disruption and environmental justice are not anticipated. No adverse effects related to community disruption or environmental justice would occur under the proposed action.	expected since project activities would not involve excavation or disturbance of subsurface facilities. Therefore, it is anticipated that the community, including businesses and residences, within and adjacent to the project corridor would remain intact. Similar to the proposed action, the impacts borne by the minority and low-income communities along the project corridor would be similar and no greater than impacts borne by all populations and populations in non-minority communities. The construction and operational impacts of Alternative A would not disproportionately impact minority or low-income groups, and, therefore, effects related to community disruption and environmental justice are not anticipated.			
Public Parkland and Recreation Areas				
Because the proposed action would not include a housing component and would not add new employees to the area, the proposed action would not result in any increase in the demand on local parks. Because the proposed action would not require the acquisition of any parkland, or incur temporary or	Similar to the proposed action, Alternative A does not include a housing component and would not add new employees to the areas or result in any increase in demand on local parks. No parkland would be acquired, and no temporary or constructive use impacts would occur. Therefore, no adverse	No mitigation measures are required.	Not applicable.	Not applicable.

Table ES-1: Summary of Impacts and Mitigation Measures (Proposed Project and Alternative A) (Continued)

Proposed Project Impacts	Alternative A Impacts	Mitigation Measures	Proposed Project Significance after Mitigation	Alternative A Significance after Mitigation
constructive "use" pursuant to Section 4(f) (see Section 4(f) Applicability Evaluation Memo), these impacts would not be applicable. Therefore, no adverse environmental effects are anticipated related to parklands and recreational areas.	environmental effects are anticipated related to parklands and recreational areas.			
Wetlands & Floodplains				
Implementation of the proposed action would neither create nor contribute to flooding that would exceed the storm drain system capacity nor impede or redirect flood flow. No adverse impacts related to wetlands or floodplains would occur under the proposed action.	Similar to the proposed action, Alternative A would be built within the existing Wilshire corridor and would not affect any federally protected wetlands. Alternative A would not contribute to flooding that would exceed the storm drain system, or impede or redirect flood flow, or otherwise increase or alter existing conditions related to flooding in the area. No adverse impacts related to wetlands or floodplains would occur under Alternative A.	No mitigation measures are required.	Not applicable.	Not applicable.
Water Quality, Navigable Waterways, and Coastal Zones				
Implementation of the proposed action would not create any new impacts related to water quality beyond existing conditions, alter the existing drainage pattern of the project corridor that would result in erosion or siltation, or interfere with runoff flow patterns. No natural streams or waterways or navigable waterways are located in the project corridor that would be considered	Similar to the proposed action, Alternative A would be built within the existing Wilshire corridor and would not affect existing conditions related to water quality, navigable waters, or coastal zones. No adverse effect would occur under Alternative A.	No mitigation measures are required.	Not applicable.	Not applicable.

Table ES-1: Summary of Impacts and Mitigation Measures (Proposed Project and Alternative A) (Continued)

Proposed Project Impacts	Alternative A Impacts	Mitigation Measures	Proposed Project Significance after Mitigation	Alternative A Significance after Mitigation
ecologically sensitive or potentially harbor endangered species. Therefore, adverse environmental effects related to water quality, navigable waterways, and coastal zones are not anticipated with the proposed action.				
Ecological Sensitive Areas				
Project operation would not create any new impacts related to ecologically sensitive areas and endangered species beyond existing conditions. Therefore, no adverse effects related to sensitive biological resources are anticipated to occur. However, during project construction, there is moderate potential for violation of the federal Migratory Bird Treaty Act and similar laws in the California Fish and Game Code protecting native birds, if any tree removal or other project construction were to occur during the nesting season. The segment of the project corridor, where jut-outs are proposed to be removed, would involve the removal of a maximum of 40 magnolia trees along Wilshire Boulevard between Comstock Avenue and Malcolm Avenue, which may serve as habitat for migratory birds. This may result in conflict with state and federal laws protecting native birds and their active nests.	No adverse effects related to ecologically sensitive resources or endangered species are anticipated to occur. Similar to the proposed project, the segment of the proposed project, where an existing eastbound left-turn pocket would be extended, would involve the removal of a maximum of 30 small jacaranda trees between I-405 and Federal Avenue. However, these trees are ornamental and would not provide suitable habitat for migratory birds.	Please refer to Mitigation Measure **BR-1**.	No adverse effects would occur after mitigation.	Not applicable.

Table ES-1: Summary of Impacts and Mitigation Measures (Proposed Project and Alternative A) (Continued)

Proposed Project Impacts	Alternative A Impacts	Mitigation Measures	Proposed Project Significance after Mitigation	Alternative A Significance after Mitigation
In addition, the segment of the proposed project, where an existing eastbound left-turn pocket would be extended, would involve the removal of a maximum of 30 small jacaranda trees between I-405 and Federal Avenue. However, these trees are ornamental and would not provide suitable habitat for migratory birds.				
Energy Resources				
Based on previous studies related to the Los Angeles Metro Rapid Demonstration Program, it has been determined that with improved bus passenger travel times and bus service reliability, ridership can increase dramatically. Accordingly, the proposed action would be expected to reduce VMT in personal vehicles as the proposed action would encourage a shift from automobile use to public transit by continuing to attract new transit riders. The overall effect of the proposed action is expected to result in increased use of public transportation. In turn, this would result in decreased traffic congestion, vehicle idling, thereby increasing the transportation related energy efficiency within the project corridor for both public transportation and private vehicle use. Therefore, the proposed action would result in less energy	Similar to the proposed action, Alternative A is expected to result in increased use of public transportation, with a corresponding decrease in traffic congestion and vehicle idling. Increased transportation related energy efficiency under Alternative A would result in less energy consumption than baseline conditions and, as such, would result in a beneficial effect (reduction) on energy use.	No mitigation measures are required.	Not applicable.	Not applicable.

Table ES-1: Summary of Impacts and Mitigation Measures (Proposed Project and Alternative A) (Continued)

Proposed Project Impacts	Alternative A Impacts	Mitigation Measures	Proposed Project Significance after Mitigation	Alternative A Significance after Mitigation
consumption than baseline conditions and, as such, would result in a beneficial energy impact.				
Safety and Security				
Implementation of the proposed action, which would involve improvements to an existing transportation corridor already used by buses and other vehicles, would neither increase the number of crimes occurring on LACMTA property or service corridor nor substantially change the operation of the Wilshire Metro Rapid service. Therefore, no adverse effects related to safety and security are anticipated.	Similar to the proposed action, implementation of Alternative A would neither increase the number of crimes occurring on LACMTA property or service corridor nor substantially change the operation of the Wilshire Metro Rapid service. Therefore, no adverse effects related to safety and security are anticipated.	No mitigation measures are required.	Not applicable.	Not applicable.
Construction				
It is anticipated that construction work may temporarily reduce the capacity of, and cause delays to, the traffic flow along Wilshire Boulevard. The City and County of Los Angeles would be required to prepare and implement a Traffic Management Plan, a Worksite Traffic Control plan, and a Construction Phasing and Staging Plan that would best serve the mobility and safety needs of the motoring public, construction workers, businesses, and community, as well as facilitate the flow of automobile and pedestrian traffic during construction. In	Alternative A would have the same impacts on land uses (including residences, businesses, and motorists) along the Wilshire corridor during project construction as the proposed action. It is anticipated that construction work may temporarily reduce the capacity of, and cause delays to, the traffic flow along Wilshire Boulevard. **Mitigation Measures C-1** through **C-3** shall be implemented to ensure that traffic and sidewalk disruptions are reduced to a level that would not be considered adverse.	**C-1**: The City and County of Los Angeles shall prepare a traffic management plan to facilitate the flow of traffic during construction. The plan shall include the following: • Implement diversions/detours to facilitate traffic flow throughout the construction zones; • Implement traffic control devices and flagmen/traffic officers, if possible, to maintain traffic flow throughout the construction zones; and	No adverse effects would occur after mitigation.	No adverse effects would occur after mitigation.

Table ES-1: Summary of Impacts and Mitigation Measures (Proposed Project and Alternative A) (Continued)

Proposed Project Impacts	Alternative A Impacts	Mitigation Measures	Proposed Project Significance after Mitigation	Alternative A Significance after Mitigation
addition, the proposed action would be required to implement a public outreach program to mitigate the effects of construction on businesses by informing customers that merchants and other businesses are open and to provide special access directions, if warranted. **Mitigation Measures C-1** through **C-3** shall be implemented to ensure that traffic and sidewalk disruptions are reduced to a level that would not be considered adverse. Construction of the proposed action would not result in a substantial adverse effects related to regional or local criteria pollutants or toxic air contaminants. Similarly, construction noise generated by the proposed action would be temporary and intermittent and would not substantially threaten public health. Construction activities would not occur simultaneously along all segments of the project corridor and would be of short-duration (approximately one to two weeks), completed in segment by segment intervals (a few blocks at a time). In addition, the proposed action would be required to comply with the City's Noise Ordinance, which limits construction between the hours of 7:00 a.m. to 9:00 p.m., Mondays through Fridays, and 8:00	Construction of the proposed action would not result in a substantial adverse effects related to regional or local criteria pollutants or toxic air contaminants. Similarly, construction noise generated by the proposed action would be temporary and intermittent and would not substantially threaten public health.	• Implement a public outreach/education program to inform the public about theplanned construction process and encourage motorists to consider alternate travel routes. **C-2**: The City and County of Los Angeles shall develop Worksite Traffic Control plans to accommodate required pedestrian and traffic movements. The plan shall include the following: • Location of any roadway/lane or sidewalk closure; • Traffic detours and haul routes; • Hours of operation; • Protective devices and warning signs; and • Access to abutting properties. **C-3**: The City and County of Los Angeles shall develop a Construction Phasing and Staging Plan to minimize the inconvenience to businesses and motorists within the construction zones. The plan shall control the impacts of construction in any segment by limiting the areas that may be constructed at a particular time.		

Table ES-1: Summary of Impacts and Mitigation Measures (Proposed Project and Alternative A) (Continued)

Proposed Project Impacts	Alternative A Impacts	Mitigation Measures	Proposed Project Significance after Mitigation	Alternative A Significance after Mitigation
a.m. to 6:00 p.m. on Saturdays. Based on these considerations, construction noise effects would not be considered substantially adverse under NEPA.				