

The following is a summary of the public comments received on Los Angeles Transportation Strategic Plan through Councilwoman Greuel's website. Of those who volunteered their opinions, nearly everyone supported the City's effort to prepare the Plan and many individuals provided suggestions on ways to improve various aspects of transportation in the City of Los Angeles.

- **Public Transit** (42% of the comments):
 - The fares should be uniform and financially convenient for transferring from one bus to another when traveling within Los Angeles.
 - Bring comprehensive mass transit to LA e.g., subway, light rail, continued Rapid Bus implementation and extension of the Red Line.
 - Design a master plan for Metro Rail.
 - Create bus-only lanes on major arteries where a Metro Rail line is not feasible, such as Pico Blvd, Olympic Blvd, La Brea Avenue, etc...
 - The most important project is to complete the Subway to the Sea, the downtown regional connector and the Green Line extension to LAX.
- **Technology** (11% of the comments):
 - Transportation technology is being used at schools like UCLA and they should be consulted to develop innovative strategies to deal with congestion.
 - Work with consulting firms around the world that use models, such as congestion pricing.
 - "Toll roads are not the answer!"
 - The coordination of traffic signals would improve traffic problems.
 - Arizona has repaved its highways throughout Phoenix with a rubberized compound recycled that is far superior to asphalt or concrete.
- **Specific Projects** (10% of the comments):
 - Longer stretches of bicycle lanes should be implemented for recreational purposes.
 - Establish parking structures at key intersections along Wilshire, Lincoln, Pico and Olympic (funded possibly by a public-private partnership).
 - Fast-track the Downtown Light Rail Connector with mandated private developer fees (as it would help commerce and development in Downtown).
- **Thank you/comments on process** (8% of the comments):
 - There is general support for this program.
 - It is important to consider the major increase in future, port-related traffic, and the difficulty of dealing with it in current configurations.
 - There should be a 20-year plan, a 50-year plan and a 100-year plan.
- **Multiple Topics** (7% of the comments):
 - Establish dedicated bus-only lanes and Class I bike-only lanes on every major highway (Venice, Pico, Olympic, Santa Monica, Jefferson, Vermont, Western). Calm traffic in residential neighborhoods with stop signs and street bumps at every intersection so that all commuter traffic is pushed out of neighborhoods and onto major highways. Implement a pedestrian atmosphere with 10-15 ft wide sidewalks on every arterial and major highway. Extend the Green Line to LAX and then to Santa Monica. Build the proposed "Downtown Connector" rail project from Metro center to Union Station.
- **Land use** (6% of the comments):
 - Zoning laws need to be clarified for non-automobile form of transportation (such as pedestrian-only zones, safe and attractive sidewalks, bike paths, bus-only lanes, strategically placed parking structures, light rail corridors and subways).

- Replace parking requirements by universal transit in order to save huge expenses and possibly reduce housing costs.
- Engage the business community whose activities have considerable impact on who goes where in the city.
- We must have one way major streets that go north to south, or east to west and possibly a “ring”. The beach must be opened up for public access.
- A resident of the hills north of Sunset (CD5) finds traffic in Sunset Blvd to be constantly in gridlock, and thinks communication with West Hollywood is necessary for effective road construction.
- Combine efforts of Planning and LADOT. Right-size developers fees.
- **Neighborhood protection** (5% of the comments):
 - Review the existing policy of re-routing traffic out of residential areas. Include measures to affect not just roadway "supply", but demand as well.
 - Change building codes to ameliorate the population density that is too high in most areas of Los Angeles.
 - Traffic and crime has increased in Sherman Oaks.
- **Information or PR of options** (4% of the comments):
 - LA should start being shaped more with a town image in mind. I should be able to walk to my grocery store, post office, bar, restaurant, etc.
 - Substantive advertising and educational funding must be set aside within this process, to continually inform the public of the costs of population growth within So. California and Los Angeles.
 - Would recommend more busways wherever light rail is not practical or affordable, but supported rail for longer distances because of its greater comfort.
- **Bike issues** (3% of the comments):
 - Increase the amount of Class I and Class II and commuter bikeways.
- **Flex schedule** (2% of the comments):
 - Limit the times that delivery and large trucks can be on the streets during peak hours.
- **Funding** (1% of the comment):
 - Taxes should be raised to expand MTA funding. Impose a 5-cent tax per gallon to fund a program for better traffic flow.
 - Use a greater portion of city/county budgets and impose a half-cent sales tax devoted only to the construction of defined major transportation projects.
- **Enforcement** (1% of the comment):
 - Increase the enforcement of right hand turns. Many cars make right hand turns from the middle of the lane and block traffic.
 - Put traffic police on each intersection like Ventura and Water Canyon
 - Add more left-turn arrows (i.e. Hazeltine & Moorpark) and “no right turn on red” signals. Use traffic officers to relieve congested intersections at peak rush hours. No waste collection trucks in the canyons between 7 and 9 am.