

Your Community Impact Statement has been successfully submitted to City Council and Committees.

If you have questions and/or concerns, please contact the Department of Neighborhood Empowerment at [NCsupport@lacity.org](mailto:NCsupport@lacity.org).

This is an automated response, please do not reply to this email.

#### Contact Information

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The Board approved this CIS by a vote of: Yea(18) Nay(0) Abstain(0) Ineligible(0) Recusal(0)

Date of NC Board Action: 10/07/2019

Type of NC Board Action: For if Amended

#### Impact Information

Date: 10/25/2019

Update to a Previous Input: No

Directed To: City Council and Committees

Council File Number: 19-0885

Agenda Date:

Item Number:

Summary: Wilshire Center Koreatown Neighborhood Council Supports Council File 19-0885 as written with the following conditions:- The Working Group detail a plan to enforce any violations of designated bus lanes and bike lanes, and the city actively pursue penalties against drivers who abuse such lanes;- The NextGen Speed Engineering Working Group include at least two members from the community who are regular transit riders;- Members of the Working Group from Metro, LADOT, and Public Works bureaus be required to take a minimum of one Metro bus trip per week and report on their experience at the monthly meetings; and- The corridors of Vermont, Western, Olympic, and 3rd St. through Koreatown are given heavy consideration for bus designated lanes and the bus lines that run through them are equipped with all-door boarding.

## **Wilshire Center Koreatown Neighborhood Council's Community Impact Statement in SUPPORT OF Council File 19-0885**

Traffic in Los Angeles has reached devastating levels, yet Angelenos are driving more than ever. The unreliability of Metro buses has resulted in more riders abandoning public transit and turning to cars. This is an unfortunate trend for our city's sustainability and Vision Zero goals.

According to an LA Times article on June 27, 2019, LAMTA buses have lost 25% of its riders since 2009. Time is valuable, and people don't want to take transit if it will take longer than driving. The average speed of Metro buses has dropped over 12.5% over the last 25 years. Heavily traveled corridors, like Vermont Ave, see an average speed of only 9 mph. Service cuts have made connections even harder to make and increase trip times.

Many of the affected bus lines are within the Wilshire Center Koreatown Neighborhood Council boundaries. We have some of the worst congestion in the city, which also results in poor air quality. We demand that the city take every measure to ensure our stakeholders and neighbors from other communities can travel through Koreatown with ease. We have enjoyed the benefits of all-door boarding and a designated bus lane for the 720 Line on Wilshire Blvd, but that's not enough. We need to include these improvements on other lines as well.

Bus lanes are frequently abused by the drivers of all vehicles, from personal vehicles to rideshare to delivery trucks. According to a September 4th post on Metro's blog, The Source, a 2018 study found that a car was illegally parked or driving in the Wilshire Bus Lane every four minutes during rush hour traffic.

We applaud the City Council's motion to create a NextGen Bus Speed Engineering Working Group to solve the issue of slow bus speeds. However, the composition of this group (which is proposed to include members of Metro, LADOT, and Public Works bureaus) omits input from a vital group: everyday transit riders. A seat at the table needs to be reserved for those who see first hand what the issues are.

### **Wilshire Center Koreatown Neighborhood Council Supports Council File 19-0885 as written with the following conditions:**

- The Working Group detail a plan to enforce any violations of designated bus lanes and bike lanes, and the city actively pursue penalties against drivers who abuse such lanes;
- The NextGen Speed Engineering Working Group include at least two members from the community who are regular transit riders;
- Members of the Working Group from Metro, LADOT, and Public Works bureaus be required to take a minimum of one Metro bus trip per week and report on their experience at the monthly meetings; and
- The corridors of Vermont, Western, Olympic, and 3rd St. through Koreatown are given heavy consideration for bus designated lanes and the bus lines that run through them are equipped with all-door boarding.

**Respectfully Submitted,**

**Wilshire Center Koreatown Neighborhood Council**

**Written and Presented by:**

Adriane Hoff, At-Large Representative