



2002 Long Range Development Plan/ Northwest Housing Infill Project Final Environmental Impact Report

State Clearinghouse Number 2002031115

University of California, Los Angeles

February 2003

VOLUME 3A

Responses to Comments and

Mitigation Monitoring and Reporting Programs

for the 2002 LRDP/NHIP

Volume 3A

**University of California, Los Angeles
2002 Long Range Development Plan/
Northwest Housing Infill Project
Final Environmental Impact Report
SCH No. 2002031115**

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FEBRUARY 2003

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PREFACE

This document, in its entirety (Volumes 1, 1a, 2, 3, and 3a), constitutes the Final Environmental Impact Report (Final EIR) for the 2002 Long Range Development Plan (LRDP) and Northwest Housing Infill Project (NHIP). A Final EIR is defined by Section 15362(b) of the California Environmental Quality Act (CEQA) *Guidelines* as "...containing the information contained in the Draft EIR; comments, either verbatim or in summary, received in the review process; a list of persons commenting; and the response of the Lead Agency to the comments received."

This 2002 LRDP Final EIR is composed of five volumes. They are as follows:

- Volumes 1 and 1a 2002 LRDP Draft EIR and Technical Appendices**—These volumes describe the existing environmental setting on the UCLA campus and in the vicinity of the campus; analyze potential impacts on that setting due to implementation of the 2002 LRDP; identify mitigation measures that could avoid or reduce the magnitude of significant impacts; evaluate cumulative impacts that would be caused by the project in combination with other future projects or growth that could occur in the region; analyze growth-inducing impacts; and provide a full evaluation of the alternatives to the proposed project that could eliminate, reduce, or avoid project-related impacts. Refer to the Contents of Volume 1 for a complete list of appendices. Any text revisions due to corrections of errors, or resulting from comments received on the Draft EIR, are included in Volume 3.
- Volume 2 2002 LRDP/NHIP Draft EIR and Technical Appendices**—This volume provides project-specific analysis of the NHIP, a component of the 2002 LRDP. This volume describes the existing environmental setting on the NHIP project site and in the vicinity of the project site; analyzes potential impacts on that setting due to construction and operation of the NHIP; identifies mitigation measures that could avoid or reduce the magnitude of significant impacts; and provides a full evaluation of the alternatives to the proposed project that could eliminate, reduce, or avoid project-related impacts. Refer to the Contents of Volume 2 for a complete list of appendix titles. Any text revisions due to corrections of errors, or resulting from comments received on the Draft EIR, are included in Volume 3.
- Volumes 3 and 3a Draft EIR Text Changes, Responses to Comments, and Mitigation Monitoring and Reporting Programs**—This volume contains an explanation of the format and content of the Final EIR; all Draft EIR text changes; a complete

list of all persons, organizations, and public agencies that commented on the Draft EIR; copies of the actual comment letters; the transcript from the public hearing; the Lead Agency's responses to all comments; and the Mitigation Monitoring and Reporting Programs (MMRPs).

REVIEW PROCESS

The Draft LRDP and EIR for the 2002 LRDP, including the NHIP, was issued on October 31, 2002, and initially circulated for public review and comment for a 46-day period scheduled to end on December 16, 2002. In response to a request from the community, the public review and comment period was extended an additional 4 days to December 20, 2002. During the public review period, copies of the Draft EIR were distributed to public agencies through the State of California, Office of Planning and Research. UCLA also directly distributed the document to over eighty individuals, agencies, and organizations. Copies of the Draft EIR were available for review at two on-campus libraries and nine off-campus libraries. In addition, the Draft EIR was available on UCLA's website and at the UCLA Capital Programs Facility, which is located at 1060 Veteran Avenue, Third Floor, on the UCLA campus.

Although not required by CEQA or the *CEQA Guidelines*, a Community Information and EIR Scoping Meeting for the proposed project was also held on April 6, 2002, to solicit input from interested agencies, individuals, and organizations regarding the range of actions, alternatives, mitigation measures, and significant effects to be analyzed in this EIR. A public hearing was also held on November 20, 2002, on the UCLA campus during which the public was given the opportunity to provide comments on the Draft EIR. Nine persons presented verbal comments on the proposed project and the Draft EIR during the public hearing.

REVISIONS TO THE DRAFT EIR

Revisions to the text of the Draft EIR have been made in Volume 3 of this Final EIR, with ~~strickethrough~~ text for deletions and double underline text for additions.

MITIGATION MONITORING AND REPORTING PROGRAMS

An MMRP will be adopted by The Board of Regents of the University of California (The Regents) for both the 2002 LRDP and the NHIP, as required for compliance with Sections 21081(a) and 21081.6 of the Public Resources Code. The proposed MMRPs are included in their entirety in Volume 3a (Chapter IV and Chapter V) of this Final EIR. All 2002 LRDP and NHIP mitigation measures included in the 2002 LRDP Final EIR for this project would be monitored by the appropriate campus entity, and reported on an annual basis.

EnvPln

From: Patlan, Richard
Sent: Wednesday, December 18, 2002 9:25 AM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 10:22PM
Name: Ho, Melanie
Address: 1030 Tiverton Avenue, #203
City: Los Angeles
State: CA
ZIP: 90024

Organization: UCLA Engli
Phone: 310208-3429
Email: melanieh@ucla.edu
Date Register: Dec 17 2002 10:22PM
Comment: December 18, 2002

Dear Mr. Zacuto:

I am writing regarding the Draft Environmental Impact Report for UCLA's 2002 Long Range Development Plan. As a recent alumna (2001) and current graduate student, I am worried about the EIR's recommendation to not continue BruinGO. The UCLA's Institute of Transportation Studies has found that faculty/staff transit ridership for commuting to campus increased by 134 percent, and solo driving decreased by 9 percent during BruinGO's first year. Students' transit ridership for commuting to campus increased by 43 percent, and solo driving decreased by 33 percent. This is sure to expand in the years to come, thereby having a positive environmental effect, relieving parking problems on campus, and providing a cost-effective mode of transportation to faculty, staff, and students living in this expensive city. I am a regular user of BruinGO; the same can be said for numerous members of my department who find it to be an essential resource at UCLA. I hope to see the continuation of BruinGO in the years to come. Thank you for your time.

100-1

Best,
Melanie Ho
Doctoral Student
UCLA Department of English

Response to Comment Letter 100

E-mail from Melanie Ho, dated December 17, 2002

Response to Comment 100-I

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Tuesday, December 17, 2002 5:33 PM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 11:30AM
Name: Hoffman, Kathleen
Address: 1831 Camden Ave #2
City: Los Angeles
State: CA
ZIP: 90025

Organization:
Phone:
Email: kmjh@ucla.edu

Date Register: Dec 17 2002 11:29AM

Comment: I understand that the Environmental Impact Report for UCLA's proposed Long Range Development Plan does not recommend that the BruinGO transit program should be continued. I want to recommend that BruinGo be made a permanent program. Many students, like me, own cars but do not drive them to or park on campus because of the convenience and savings of the BruinGo program. Continuing BruinGo would be a positive choice for UCLA, both financially and environmentally.

101-1

Response to Comment Letter 101

E-mail from Kathleen Hoffman, dated December 17, 2002

Response to Comment 101-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Tuesday, December 17, 2002 5:33 PM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 11:27AM
Name: Holliday, Kevin
Address: 8455 Fountain Ave #611
City: West Hollywood
State: CA
ZIP: 90069

Organization: UCLA Stude
Phone: 323822-9104
Email: khollida@ucla.edu

Date Register: Dec 17 2002 11:26AM

Comment: Please make BruinGo permanent. It works. There is too much parking already at UCLA, and too little classroom space. You should not be killing BruinGo you should be working to expand the program to more systems, like Culver City and the MTA.

I am sure that you have heard the saying, "It will be a wonderful day when our schools have all the money they need and the military has to hold a bake sale to buy a bomber." Well, I would amend it, to say that it will be a wonderful day when UCLA has all the state of the art, wired, classroom space it needs and the parking department has to hold a bake sale to build a new garage.

102-1

Keep BruinGo!

Response to Comment Letter 102

E-mail from Kevin Holliday, dated December 17, 2002

Response to Comment 102-1

This comment is acknowledged. Pursuant to CEQA, the purpose of the 2002 LRDP EIR is to evaluate the significance of physical changes in the environment resulting from approval of the 2002 LRDP. See, for example, *CEQA Guidelines* Section 15064(d). See also *CEQA Guidelines* Section 15358(b) (impacts analyzed in an EIR must be “related to a physical change” in the environment). Because this comment does not address a physical change in the environment that could result from approval of the 2002 LRDP, it does not relate to the subject matter of the 2002 LRDP Draft EIR and thus no response is required. See *CEQA Guidelines* Section 15088 (lead agency shall prepare responses to comments on “environmental issues”). Refer also to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPln

From: Patlan, Richard
 Sent: Tuesday, December 17, 2002 5:31 PM
 To: EnvPln
 Cc: Mills, Stephen
 Subject: New comment on EIR website:

Datetime: Dec 17 2002 12:29AM
 Name: Holtgrewe, Vanessa
 Address: 3852 Wasatch Ave.
 City: Los Angeles
 State: CA
 ZIP: 90066

Organization:
 Phone: 3103903345
 Email: gravy@ucla.edu

Date Register: Dec 17 2002 12:28AM

Comment: To Whom It May Concern,

Really, do we as Angelinos need to destroy any hope of affordable (i.e. attractive) public transportation? I have ridden free as part of the BruinGo program for the past two years and have watched the number of students on my bus route increase each year - and I can only guess that there are such increases on all the bus routes. The program decreases drive-ons to campus. This is obvious even to me.

Really, what does it take to make common sense seem, well, common? UCLA is known as being a vampire when it comes to parking - ticketing students at every turn, charging 25 cents for eight minutes of parking (near my building), and \$7 for the parking garages. and in general making it clear that parking is in demand and the school is going to make as much of a business out of this shortage as possible.

Now, in keeping with the idea of students as commodities, don't you think that providing them with a viable transportation option is a good idea; a good moral idea? Is bleeding them for every cent they're worth by limiting their options and then charging them outrageous rates for campus parking a healthy alternative? No, it is not.

For the students and the environment, please keep BruinGo in place. It helped me and (our air quality) while I was poor and trying to live frugally.

Please keep the BruinGo program; it has such long-range benefits built in. It simply makes sense when UCLA has such a shortage of parking and so many students and our city has so many cars, a growing population, and only so much pavement. It simply makes sense.

Thank you,
 Vanessa Holtgrewe
 Department of Film and TV, Fourth Year

103-1

Response to Comment Letter 103

E-mail from Vanessa Holtgrewe, dated December 17, 2002

Response to Comment 103-1

The suggestion that discontinuation of the BruinGo program would eliminate “affordable (i.e., attractive) public transportation” is not supported by any evidence. As discussed in Response to Comment 41-1, the cost of commuting via public transit is substantially less expensive than a single-occupant vehicle, even without BruinGo. The cost of parking annual, quarterly, and daily parking permits is intended to fully cover the costs of the parking system, including alternative transportation programs, which provide alternatives to solo-occupant vehicles.

Refer to Topical Response A (BruinGo Program) for additional discussion of the BruinGo program and Topical Response D (Bicycle Commuting Conditions and Facilities) for a discussion of other alternative modes of transportation.

From: Patlan, Richard
Sent: Wednesday, December 18, 2002 9:26 AM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 18 2002 8:13AM
Name: Ibarra, Teresa
Address: 4134 commonwealth ave
City: Culver City
State: CA
ZIP: 90232
Organization: UCLA Exter
Phone: 310794-3479
Email: tibarra@support.ucla.edu
Date Register: Dec 18 2002 8:13AM

Comment: BruinGo should be a permanent program for all faculty, staff and students. Many of our UCLA students depend on public transportation, we raise their fees every year, why are taking this benefit from them ? BruinGo should also be extended to the Culver City Bus Line, many students come from Inglewood and Mar Vista Area and transfer to Blue Buses. Why Make them pay an additional dollar daily ? In these times of budgetary constraints, the University should consider the students, the faculty and Staff, which makes UCLA an institution.

104-I

Response to Comment Letter 104

E-mail from Teresa Ibarra, dated December 18, 2002

Response to Comment 104-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Wednesday, December 18, 2002 9:25 AM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 9:26PM

Name: Jackson, Ric

Address: 1432 Brockton Ave. #9

City: LA

State: CA

ZIP: 90025

Organization:

Phone: 3104789483

Email: jacksonric@hotmail.com

Date Register: Dec 17 2002 9:25PM

Comment: Keep BruinGo. It is a great program and has motivated many drivers like myself to get out of the car and ride the bus a few times a week.

105-1

Response to Comment Letter 105

E-mail from Ric Jackson, dated December 17, 2002

Response to Comment 105-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Wednesday, December 18, 2002 9:23 AM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 6:07PM
Name: jamal, zainab
Address: 3603 Vinton Av, apt 205
City: LA
State: CA
ZIP: 90034

Organization:
Phone:
Email: zainab.jamal@anderson.ucla.edu

Date Register: Dec 17 2002 6:07PM

Comment: I think bruinGo is a great program and i know a lot of my fellow students use the blue bus as it is convenient and cost efective than bringing a car to school...i think the program should continue for students as it will encourage students to use public transport

106-1

Response to Comment Letter 106

E-mail from Zainab Jamal, dated December 17, 2002

Response to Comment 106-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Wednesday, December 18, 2002 9:23 AM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 6:46PM
Name: James, Matthew
Address: Silveira
City: Venice
State: CA
ZIP: 90291
Organization: UCLA Law S
Phone:
Email: silveira2005@student.law.ucla.edu
Date Register: Dec 17 2002 6:46PM
Comment: To whom it may concern:

I was greatly concerned to read that the Long Range Development Plan fails to see the utility of the BruinGO plan for the students and faculty of our university. Upon my entry to UCLA Law School I had planned to drive to the campus. The reputation of Los Angeles as a city dependent on the car made a search for public transportation daunting. As I searched for alternative transportation arrangements I came upon the BruinGO plan. I was pleasantly surprised to find not only that there were bus routes leading from Venice to UCLA, but that UCLA was progressive enough to provide free fares for its students and faculty as an incentive to cut down on the parking problems at the campus. Indeed, the economic incentive of the plan convinced me to halt my fight with the parking office and accept the inconveniences of riding the bus in LA. Please be aware that if BruinGO is cancelled I (and many of my fellow riders) will again apply for parking and add to the glut of cars parked at or near UCLA. It is in the best interest of both the University and our environment to engender mass transportation use here in LA, where the car is king. It is also the mission of a leading university to promote a cause that will become increasingly important in the coming years and decades. Finally, as BruinGO ridership increases, the University's expenditures for the BruinGO program will be offset by the money saved when the University can shelve plans to build new parking garages for those former and future users of the BruinGo program. I would advise you not to stymie these efforts by canceling the worthy initiative that is BruinGO.

Sincerely,
Matthew J Silveira

107-1

Response to Comment Letter 107

E-mail from Matthew James, dated December 17, 2002

Response to Comment 107-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

The suggestion that savings from BruinGo will offset costs associated with future construction of parking structures implies that construction of parking structures will continue for the foreseeable future. As noted in the Draft LRDP and 2002 LRDP Draft EIR, the University plans to maintain the parking cap established in the 1990 LRDP at 25,169 spaces over the planning horizon of the 2002 LRDP. As discussed in the 2002 LRDP Draft EIR (Volume 1, page 4.13-89):

UCLA currently maintains an on-campus parking space inventory of 22,330 spaces (including 1,310 stack spaces). Upon the completion of the Westwood Replacement Hospital, the Southwest Campus Housing and Parking, and the Intramural Field Parking Structure projects (which have been previously approved and/or are under construction and would add approximately 3,552 spaces), and the reduction of stack parking to approximately 597 spaces, the inventory would be maintained at or below the 25,169-space limit adopted in the 1990 LRDP. As required by PP 4.13-1(b), the parking space cap would be maintained under the 2002 LRDP.

When the Westwood Replacement Hospital, the Southwest Campus Housing and Parking, and the Intramural Field Parking Structure projects are completed, the supply of on-campus parking would be approximately 24,572 physical spaces, 597 spaces below the on-campus parking cap. During the planning horizon of the 2002 LRDP, the University could propose construction of up to additional 597 on-campus spaces (to replace stack parking spaces) or to construct additional replacement parking spaces (if existing physical spaces are removed as a result of construction). Because the amount of parking that can be provided on campus is limited, the suggestion that dispensing with such plans would result in significant cost savings that can be applied to support continuation of the BruinGo program is not supported by any evidence.

From: Patlan, Richard
Sent: Wednesday, December 18, 2002 9:25 AM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 18 2002 7:52AM
Name: Johnson, Yvette
Address: 305 De Neve Drive
City: Los Angeles
State: CA
ZIP: 90095-1388
Organization: UC - SRLF
Phone: 310206-2010
Email: ywj@library.ucla.edu
Date Register: Dec 18 2002 7:49AM

Comment: Please continue to support the BruinGo Program for faculty, staff and students.

108-1

Response to Comment Letter I08

E-mail from Yvette Johnson Johnson, dated December 18, 2002

Response to Comment I08-I

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Tuesday, December 17, 2002 5:34 PM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 11:36AM

Name: Jones, Andrea

Address: 4313 W. 1st Street

City: Los Angeles

State: CA

ZIP: 90004

Organization:

Phone: 213427-9525

Email: andrear@ucla.edu

Date Register: Dec 17 2002 11:35AM

Comment: To the authors of the UCLA Environmental Impact Report:

I write to protest the comment made in section 4.13 on page 47 that "transit subsidies for faculty and staff have previously been evaluated and have not been recommended because of the limited potential to reduce total parking demand." This would seem to be an illogical statement on the face of it, since UCLA attracts more than 37,000 students, as well as tens of thousands of faculty and staff members, many of whom have no choice but to commute to campus and pay ridiculously high parking fees. Many of these individuals could certainly benefit from "transit subsidies" such as the BruinGO program. That hardly sounds like "limited potential" to me.

Furthermore, the EIR's rejection of BruinGO belies the results of evaluations conducted by UCLA's traffic consultant and by the university's Institute of Transportation Studies. During BruinGO's tenure, faculty/staff transit use for commuting to campus has increased by 134 percent, and solo driving decreased by 9 percent during the program's first year. Student ridership for commuting to campus increased by 43 percent, and solo driving decreased by 33 percent.

The comment at 4.13, p. 47 also is, quite frankly, nothing short of irresponsible. As an environmental evaluation from a cutting-edge research institution in one of the most traffic-clogged cities on the planet, this rejection of expanded transit opportunities is insupportable. UCLA prides itself on being a forward-looking institution, but the EIR, in declining to support such programs as BruinGO, is supporting an environmentally unsound status quo that negatively affects quality of life for residents of the entire city—and, indeed, the region.

In fact, rather than looking forward to the future, this statement would seem to move UCLA and the city firmly in the direction of the recent past, when unsound environmental policies and the lack of mass transit access led to alarmingly toxic levels of pollution.

Please do not let this statement become UCLA's standing policy. I urge you to embrace the more responsible stance of supporting the permanent continuance of the BruinGO program and encouraging the university's transportation administration to seek other viable mass transit solutions for UCLA's commuters.

Thank you for your attention.

Sincerely,
Andrea Fitzgerald Jones,
graduate student

Response to Comment Letter 109

E-mail from Andrea Jones, dated December 17, 2002

Response to Comment 109-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

The contention that the discontinuation of BruinGo could result in a “lack of mass transit access” and this would in turn correspond to “toxic levels of pollution” is not supported by any evidence. If BruinGo were discontinued, there is no evidence to suggest that SMMBL (or other transit operators) would eliminate bus lines or reduce service to campus, and thus access to campus via public transit would continue to be available. Further, as discussed in Response to Comment 41-1, the cost of commuting via public transit is substantially less than a single-occupant vehicle, even without BruinGo. Thus, there is no evidence that the discontinuation of BruinGo would reduce access to mass transit.

Further, despite the supposition that parking demand and commuting via single-occupant vehicles has declined, parking demand has remained strong, the student wait list for parking has increased the last two years, and campus-related vehicle trip generation has increased since the pilot program began. Thus, there is no evidence to support the contention that the pilot program has reduced pollution, or that cessation of the program would increase pollution levels.

From: Patlan, Richard
Sent: Tuesday, December 17, 2002 5:34 PM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 11:50AM
Name: Kaisler, Denise
Address: 8015 F Math Sciences Bldg., UCLA
City: Los Angeles
State: CA
ZIP: 90095
Organization: Division o
Phone: 45582
Email: slnkstr_grl@yahoo.com
Date Register: Dec 12 2002 10:07AM
Comment: Dear Sir/ Madam,

Fellow students just informed me that
The Environmental Impact report for
UCLA's proposed Long Range Development
plan suggests that the BruinGO program
should not be continued.

I don't understand the reasoning behind
this conclusion. Not only have two studies
shown that BruinGO reduces parking demand
on campus, but the continuation of this
service is of such obvious benefit to
the student body and campus environment.

If you could write back with an explanation
for why the environmental report
recommends discontinuing BruinGO, I might be able
to understand. But in light of what's currently
known it seems that there's no choice to tell
everyone I know to voice their support for
BruinGO.

Looking forward to your reply,

Denise Kaisler
Ph.D. candidate
Division of Astronomy & Astrophysics

110-1

Response to Comment Letter I 10

E-mail from Denise Kaisler, dated December 17, 2002

Response to Comment I 10-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
 Sent: Wednesday, December 18, 2002 9:26 AM
 To: EnvPin
 Cc: Mills, Stephen
 Subject: New comment on EIR website:

Datetime: Dec 18 2002 8:42AM

Name: kasten, kathy

Address: 231L, CHS; 650 Charles Young Dr. S.

City: Los Angeles

State: CA

ZIP: 90095

Organization: Dept. of P

Phone: 310825-6007

Email: kkasten@mednet.ucla.edu

Date Register: Dec 18 2002 8:41AM

Comment: Believe or not, I have a copy of your 2002 Budget-with exhibits. I have actually read the sections on UCLA's financial support of the BruinGo program. Your recent statements DO NOT match what your report puts forth. Therefore, there is no other way to say this except you are lying to the public. Of course, after reading your budget it is apparent that a great percent of the fees go into the Chancellor's so called discretionary fund. So, all this talk of UC's financial health going into the toilet is bascially bull shit. It has been reported by UC themselves that they have gained 11% in ALL their financial streams. Therefore, your decision to stop BruinGo means that the fat cats/power elite once again slit the throats of the poorest workers/members of this campus. Congradulations, and Merry Christmas!

III-I

Response to Comment Letter III

E-mail from Kathy Kasten, dated December 18, 2002

Response to Comment III-I

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program. To date, the BruinGo program has been funded by parking revenues.

EnvPln

From: Patlan, Richard
Sent: Tuesday, December 17, 2002 5:33 PM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 11:01AM
Name: Katz, Hagai
Address: 14707 magnolia blvd
City: sherman oaks
State: CA
ZIP: 91403
Organization: UCLA
Phone: 8189813843
Email: hagai@ucla.edu

Date Register: Dec 17 2002 11:00AM

Comment: As a student, I have used bruinGo several times, and would have used it more often had I lived in an area served by the Blue Bus system. Not only do I think that BruinGo should continue, I beleive that it should be extended to toher bus systems, especiall MTA busses and Metro lines. It will definitley make it worthwhile living my car in the valley and take the 561 bus routh over to UCLA.

112-1

Response to Comment Letter 112

E-mail from Hagal Katz, dated December 17, 2002

Response to Comment 112-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patten, Richard
Sent: Wednesday, December 18, 2002 9:24 AM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 8:24PM
Name: Keehn, William
Address: 111 Hauser Blvd.
City: Los Angeles
State: CA
ZIP: 90036
Organization: Q
Phone: 999999999999999
Email: keehn@2004.law.ucla.edu
Date Register: Dec 17 2002 8:24PM

Comment: The availability of BruinGo is the prime factor in support of my decision to commute by bus, and not by car, to the UCLA campus. A parking permit is not necessary while bus transit is greatly facilitated by my student status.

I 13-1

I know this is a common consideration for many other graduate students, and I would be highly suspect of any study that does not recommend BruinGo as a means of reducing traffic to and from the UCLA campus.

Response to Comment Letter 113

E-mail from William Keehn, dated December 17, 2002

Response to Comment 113-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPln

From: Patlan, Richard
Sent: Wednesday, December 18, 2002 9:24 AM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 7:26PM

Name: Kern, Rita

Address: 1401 Grant St

City: Santa Monica

State: CA

ZIP: 90405

Organization: UCLA-NPI

Phone: 310-206-8636

Email: rkern@mednet.ucla.edu

Date Register: Dec 17 2002 7:24PM

Comment: Dear Sir,

Retaining BruinGo for student, faculty and staff use is a very important part of UCLA mitigating traffic impact on West Los Angeles. 9% decrease in faculty and staff solo drivers and 33% for student solo drivers is significant for the 1st year. It is also a benefit that supplements the quality of life for those who choose to use it. In my opinion it is one of the best programs UCLA has offered in a while. As a staff employee of UCLA I have really liked using the BlueBus and it has made it possible for me to more easily keep my job at UCLA in the face of rising parking and health bennefit costs. As new employees become staff it makes sense that the percentage of staff people using the bus system would increase each year if it is offered as an alternative to driving. Please keep BruinGo running in the years ahead--its good for UCLA.

114-1

Rita Kern
SRAIII
NPI

Response to Comment Letter 114

E-mail from Rita Kern, dated December 17, 2002

Response to Comment 114-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPln

From: Patlan, Richard
Sent: Tuesday, December 17, 2002 5:32 PM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 9:43AM
Name: Kim, Bo Mee
Address: 2700 Ellendale Place #207
City: Los Angeles
State: CA
ZIP: 90007

Organization:
Phone:
Email: snw_1004@hotmail.com

Date Register: Dec 17 2002 9:43AM

Comment: I take the bus from Downtown LA and one of the few factors besides traffic and the cost of gas that keep me from driving to UCLA by myself is BruinGo. I can take the MTA Rapid up to Westwood, then transfer to one of the Big Blue Buses to the bus stop behind Murphy. BruinGo saves me \$.25 each way since I do not have to pay for the transfer. Even though it is not a lot of money it does keep be from commuting rather than taking the bus. PLEASE KEEP BRUINGO!!!

115-1

Response to Comment Letter 115

E-mail from Bo Mee Kim, dated December 17, 2002

Response to Comment 115-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPin

From: Patlan, Richard
Sent: Wednesday, December 18, 2002 9:24 AM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 8:03PM
Name: Kimball, Bridget
Address: 1616 Armacost Ave. #11
City: West Los Angeles
State: CA
ZIP: 90028

Organization:
Phone:
Email: kimball2005@student.law.ucla.edu

Date Register: Dec 17 2002 8:03PM

Comment: I think BruinGO is a great program and should be made permanent for students, faculty and staff.

116-1

Response to Comment Letter 116

E-mail from Bridget Kimball, dated December 17, 2002

Response to Comment 116-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPln

From: Patlan, Richard
Sent: Wednesday, December 18, 2002 9:25 AM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 10:49PM
Name: kimelman, peter
Address: 1708 Glyndon
City: venice
State: CA
ZIP: 90291
Organization: aud
Phone: 310664-3609
Email: kimelman@ucla.edu
Date Register: Dec 17 2002 10:49PM

Comment: bruin go must be continued. support for public transit must be a priority; it reduces traffic, space/costs for parking, decreases pollution, and eases pedestrian activity (creating a safer and more vibrant community). By supporting public transportation, the university community also facilitates public transist's accessebility to the greater public by increases routes and frequency as well as decreasing costs. UCLA will loose its ability to attract an retain the best faculty, staff and students to to transist difficulties, as well as the increased costs of maintaining a car. The University as a public entity must act for the common good and encourage public transit. The EIR does not compensate for common sense, it should be clear to anyone able to look beyond thew numbers to see the future.

117-1

Response to Comment Letter 117

E-mail from Peter Kimelman, dated December 17, 2002

Response to Comment 117-1

The University acknowledges that utilization of public transit has the potential to reduce traffic, reduce parking demand, and decrease air pollution (as compared to solo-occupant vehicles). It is not clear from the comment how public transit eases pedestrian activity (unless the comment refers to a decreased need to walk to campus). As discussed in the Topical Response B, there is no evidence that the BruinGo program has resulted in increased routes or service frequency to the UCLA campus. Refer also to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPln

From: Patlan, Richard
Sent: Tuesday, December 17, 2002 5:33 PM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 10:47AM

Name: kimiagar, yeganeh

Address: 5700 comanche ave.

City: woodlandhills

State: CA

ZIP: 91367

Organization:

Phone: 3108742749

Email: yeganeh_k@yahoo.com

Date Register: Dec 17 2002 10:47AM

Comment: Hello

I am a staff at UCLA and I know lots of other people who work for UCLA and they do not have cars and they use bruingo. And it is really usefull for them, so I made my comment before also, when there was another notice that they want to cancel bruingo and then they extend it for one more year. I demand that let the bruingo stay and help people transportation to be easyier for them. Thnak you regards

118-1

Response to Comment Letter 118

E-mail from Yeganeh Kimiagar, dated December 17, 2002

Response to Comment 118-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPin

From: Patlan, Richard
Sent: Tuesday, December 17, 2002 5:35 PM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 3:36PM

Name: Kleiman, Mark

Address: 3250 Public Policy Building

City: Los Angeles

State: CA

ZIP: 90095

Organization: UCLA

Phone: 3102063234

Email: kleiman@ucla.edu

Date Register: Dec 17 2002 3:36PM

Comment: The comments in the draft about Bruin-Go seem to reflect the hostility of the campus parking bureaucracy to anything that would reduce demand for on-campus parking. Clearly, continuing the program, at least for students, is warranted.

119-1

Response to Comment Letter 119

E-mail from Mark Kleiman, dated December 17, 2002

Response to Comment 119-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Wednesday, December 18, 2002 9:23 AM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 9:28PM

Name: Ko, Yu-Fu

Address: 1440 Veteran Ave.#268

City: Los Angeles

State: CA

ZIP: 90024

Organization:

Phone: 3104777635

Email: paulko@ucla.edu

Date Register: Dec 17 2002 9:28PM

Comment: Bruin Go is very important and vital for lots of students in UCLA and for me. I commute

to school by it everyday;otherwise I might consider to buy a car instead of taking buses. Plese continue Bruin Go.

120-1

Response to Comment Letter 120

E-mail from Yu-Fu Ko, dated December 17, 2002

Response to Comment 120-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPin

From: Patlan, Richard
Sent: Tuesday, December 17, 2002 5:34 PM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 12:28PM
Name: Kolozsvari, Douglas
Address: 409 East Meadow Drive
City: Palo Alto
State: CA
ZIP: 94306

Organization:
Phone: 310529-8076
Email: littblue@hotmail.com

Date Register: Dec 17 2002 12:28PM

Comment: I believe that BruinGO should be used as a mitigation measure for UCLA's overall trip generation. There is extensive documentation that BruinGO benefits UCLA and its surrounding area by reducing the number of vehicles commuting to and from campus. It also lowers the number of trips made during the day for shopping trips in the nearby area. This mitigation measure should contribute funding to the BruinGO program in the amount of vehicle trips (current and projected) that are reduced by this measure. This is a program that is proven and already lowering the trip rates. Guaranteed funding for BruinGO will ensure that UCLA conforms with its Trip Cap agreements.

121-1

Sincerely,

Douglas Kolozsvari
Alumnus, Class of 2001
409 East Meadow Drive
Palo Alto, CA 94306

Response to Comment Letter I21

E-mail from Douglas Kolozsvari, dated December 17, 2002

Response to Comment I21-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPln

From: Patlan, Richard
Sent: Tuesday, December 17, 2002 5:31 PM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 8:25AM

Name: Kudo, Lili

Address: 11511 Ohio Ave. #2

City: Los Angeles

State: CA

ZIP: 90025

Organization: none

Phone: 310794-7537

Email: lckudo@ucla.edu

Date Register: Dec 17 2002 8:25AM

Comment: I would like to comment on the continuation of BruinGO. By cancelling the program altogether, not only will the parking and commuting situation worsen, but affordability of being a student at UCLA will be affected. At least for me, a graduate student, BruinGO has not only saved me money, but time, as well. I also work with a number of UCLA employees that take the Big Blue Bus. It would be of great concern to all of us if BruinGO will be terminated.

122-1

Response to Comment Letter 122

E-mail from Lili Kudo, dated December 17, 2002

Response to Comment 122-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPln

From: Patlan, Richard
Sent: Tuesday, December 17, 2002 5:35 PM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 1:56PM
Name: Kumin, Elizabeth
Address: 1516 Purdue Ave.
City: Los Angeles
State: CA
ZIP: 90025

Organization:
Phone:
Email: ekumin@ucla.edu

Date Register: Dec 17 2002 1:56PM

Comment: I just wanted to say that BruinGO is probably the program I use most at UCLA. I rely exclusively on the bus to get to school. I could have gotten a parking permit, but decided against that when I realized that I could ride the bus for free. I don't know if I would have made that decision at the time. I also know of many of my fellow students who are in a similar situation.

123-1

I hope that you will continue this truly wonderful program.

Response to Comment Letter 123

E-mail from Elizabeth Kumin, dated December 17, 2002

Response to Comment 123-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPln

From: Patlan, Richard
Sent: Tuesday, December 17, 2002 5:31 PM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 1:54PM
Name: lancero, hope
Address: 650 charles e young drive
City: los angeles
State: CA
ZIP: 90095

Organization:
Phone:
Email: hopeful@ucla.edu

Date Register: Dec 17 2002 1:53PM

Comment: BruinGo needs to stay PERMANENT. this debating over the necessity of BruinGo is useless and just a lot of redtape. obviously taking the bus reduces air pollution, congestion.

124-1

NO MORE DEBATE. MAKE BRUINGO PERMANENT PERIOD!!

Response to Comment Letter 124

E-mail from Hope Lancero, dated December 17, 2002

Response to Comment 124-I

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPin

From: Patlan, Richard
Sent: Wednesday, December 18, 2002 9:25 AM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 10:21PM

Name: Le, Thuong

Address: 350 De Neve Drive #435

City: Los Angeles

State: CA

ZIP: 90024

Organization:

Phone:

Email: terryle@ucla.edu

Date Register: Dec 17 2002 10:21PM

Comment: KEEP BRUINGO and MAKE IT PERMANENT! It is very convenient for students who live on campus and need to get to destinations off campus (airports, train stations, shopping, religious affiliations, etc.)

125-1

Response to Comment Letter 125

E-mail from Thuong Le, dated December 17, 2002

Response to Comment 125-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPln

From: Patlan, Richard
Sent: Tuesday, December 17, 2002 5:34 PM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 11:48AM
Name: Leahy, Mo
Address: 308 Westwood Plaza
City: Los Angeles
State: CA
ZIP: 90024

Organization: UCLA STORE
Phone: 310206-0814
Email: mleahy@asucla.ucla.edu
Date Register: Dec 17 2002 11:47AM

Comment: When the City of Santa Monica's Big Blue Bus department saw the tremendous success of the BruinGo program- buses packed with UCLA bound riders- they added an additional line that picked up and dropped off at the Ackerman Loop.

Consultants to the UCLA's Institute of Transportation Studies showed that with the program there was a decrease in the amount of single car commuters into campus.

So the thought that the university will accept the EIR's statement that the program has no impact makes no sense.

Simple put, if the program ends, many current bus riders will drive and look to park on campus instead of parking off campus and taking the bus in. This will create a bigger demand for parking spaces and increase the traffic in and around the UCLA/Westwood area.

Please keep the BruinGo! Program it is a valuable service to the students, staff, and the environment!

126-1

Response to Comment Letter 126

E-mail from Mo Leahy, dated December 17, 2002

Response to Comment 126-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPln

From: Patlan, Richard
Sent: Wednesday, December 18, 2002 9:24 AM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 7:53PM
Name: Lee, Jennifer
Address: 10737 La Grange Ave. 8
City: Los Angeles
State: CA
ZIP: 90025

Organization:
Phone:
Email: jlee2005@student.law.ucla.edu

Date Register: Dec 17 2002 7:53PM

Comment: The BruinGo program at UCLA is the ONLY reason I do NOT drive. As a student, I have to watch my spending carefully, and balance my financial considerations against the long hours I spend on campus. If the program were abandoned, I would definitely purchase a parking space in a private lot on campus, or move to a different neighborhood further away that is cheaper and would qualify me for on-campus parking. I know I am not alone in this. If the program is abandoned, I will stop taking the bus to school and drive.

127-1

Response to Comment Letter 127

E-mail from Jennifer Lee, dated December 17, 2002

Response to Comment 127-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPln

From: Patlan, Richard
Sent: Wednesday, December 18, 2002 9:24 AM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 8:31PM

Name: lee, lynn
Address: 17924 Calle Silvosa
City: Rowland Heights
State: CA
ZIP: 91748

Organization:

Phone:

Email: lynn_lee_26@yahoo.com

Date Register: Dec 17 2002 8:31PM

Comment: It is very difficult to get parking at ucla. This semester I had to park in a parking lot down in Westwood and it helped greatly that I could take the Blue Bus w/o charge by using my student id card to get up to campus. Please continue its use to students. I know many of my friends that take it as well.

128-1

Response to Comment Letter 128

E-mail from Lynn Lee, dated December 17, 2002

Response to Comment 128-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPln

From: Patlan, Richard
Sent: Tuesday, December 17, 2002 5:32 PM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 10:18AM

Name: Lee, Rachel

Address: 3772 Wasatch Ave.

City: L.A.

State: CA

ZIP: 90066

Organization: UCLA

Phone: 310398-7715

Email: rlee@humnet.ucla.edu

Date Register: Dec 17 2002 10:18AM

Comment: Please extend BruinGo and make it permanent. I am a faculty member and use BruinGo especially during quarters when I am on a research fellowship. It makes a huge difference in whether I am going to take the bus or whether I drive to school.

129-1

Response to Comment Letter 129

E-mail from Rachel Lee, dated December 17, 2002

Response to Comment 129-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPin

From: Patlan, Richard
Sent: Wednesday, December 18, 2002 9:26 AM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 18 2002 6:30AM

Name: Lee, Yan Y.

Address: 1608 S. Brockton Avenue, Apt. 6

City: Los Angeles

State: CA

ZIP: 90025

Organization: UCLA gradu

Phone: 310207.7665

Email: yanlee@ucla.edu

Date Register: Dec 18 2002 6:30AM

Comment: Please be informed that evaluations of BRUINGO most likely understate usage by faculty and students. When buses are running late (which is often) the bus drivers often just wave everyone through in order to save time rather than have them swipe their cards.

I30-I

Response to Comment Letter 130

E-mail from Yan Y. Lee, dated December 18, 2002

Response to Comment 130-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPln

From: Patlan, Richard
Sent: Tuesday, December 17, 2002 5:31 PM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 8:47AM
Name: lerner, leib
Address: 3275 south sepulveda #101
City: los angeles
State: CA
ZIP: 90034

Organization:
Phone:
Email: lerner@2003.law.ucla.edu

Date Register: Dec 17 2002 8:46AM

Comment: Make Bruin Go permanent. I see from my own experience and that of my law school friends, that it contributed to many of us taking the bus, rather than buying cars and applying for parking.

131-1

Response to Comment Letter 131

E-mail from Leib Lerner, dated December 17, 2002

Response to Comment 131-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPln

From: Patlan, Richard
Sent: Wednesday, December 18, 2002 9:26 AM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 18 2002 8:23AM

Name: Levin, Mary
Address: 10833 Le Conte
City: Los Angeles
State: CA
ZIP: 90095

Organization: UCLA Medic
Phone: 310825-9102
Email: mlevin@mednet.ucla.edu

Date Register: Dec 18 2002 8:21AM

Comment: I am strongly in favor of the continuation of the BruinGO transportation program. As congestion on the Westwood campus continues to increase and parking resources shrink, bus ridership is a cost effective and environmentally friendly alternative to single car ridership.

132-1

Thank you for your consideration,
Mary Levin, SCT (ASCP)
Dept. of Pathology and Lab Medicine

Response to Comment Letter 132

E-mail from Mary Levin, dated December 18, 2002

Response to Comment 132-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

There is no Letter 133; this was intentionally left blank and maintained for numbering purposes.

EnvPln

From: Patlan, Richard
Sent: Wednesday, December 18, 2002 9:23 AM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 6:02PM

Name: Lu, Ann

Address: 1532 Brockton Ave

City: Los Angeles

State: CA

ZIP: 90025

Organization:

Phone:

Email: annlu@ucla.edu

Date Register: Dec 17 2002 6:02PM

Comment: I think that the BruinGo program should be continued. I like to bike to work, however, night time conditions make it impossible to get home safely. Even with reflective clothing and lights, i've been hit 2 times and have had 1 other near hit (nothing serious, however, not safe) just going home from campus at night. i prefer to have the option of taking the bus home at night instead of having to drive to campus to ensure a safer ride home.

134-1

Thanks,

Ann

Response to Comment Letter 134

E-mail from Ann Lu, dated December 17, 2002

Response to Comment 134-I

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program. There is no evidence the discontinuation of the BruinGo program would result in the reduction or elimination of public transit service to the UCLA campus. Thus, public transit would remain an alternative to nighttime use of a bicycle.

EnvPin

From: Patlan, Richard
Sent: Wednesday, December 18, 2002 9:26 AM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 18 2002 2:36AM

Name: Lucido, Danielle
Address: 2471 Sawtelle Blvd.
City: Los Angeles
State: CA
ZIP: 90064

Organization:

Phone:

Email: lucido@2004.law.ucla.edu

Date Register: Dec 18 2002 2:36AM

Comment: I found Bruin GO! to be an essential part of especially my first year at UCLALAW. We have so many other things to worry about—why force us to keep 1.50 in change on hand every day. Usually, we end up putting in a dollar b/c that's all we have on us—I know this b/c the law school starts a month prior to the program.

135-1

PLEASE KEEP THIS VALUABLE STUDENT RESOURCE.

Sincerely,

Danielle Lucido
2nd Year Law Student

Response to Comment Letter 135

E-mail from Danielle Lucido, dated December 18, 2002

Response to Comment 135-I

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Wednesday, December 18, 2002 9:26 AM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 10:39PM

Name: Luna, Amanda

Address: 4470 S Centinela Ave

City: Los Angeles

State: CA

ZIP: 90066

Organization:

Phone:

Email: luna@2003.law.ucla.edu

Date Register: Dec 17 2002 10:39PM

Comment: Bruin Go should be continued permanently at UCLA. This year, when I could not receive my solo parking pass as usual, I found myself taking the bus at least twice a week. If UCLA can not provide parking, then Bruin Go is the nearest convenient alternative. ArL

136-1

Response to Comment Letter 136

E-mail from Amanda Luna, dated December 17, 2002

Response to Comment 136-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Tuesday, December 17, 2002 5:35 PM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 3:14PM

Name: lyon, steve

Address: 110 westwood plaza, suite F310

City: los angeles

State: CA

ZIP: 90095

Organization: the anders

Phone: 310794-1214

Email: steve.lyon@anderson.ucla.edu

Date Register: Dec 17 2002 3:14PM

Comment: Please do not discontinue the BruinGO program for staff! I ride the Santa Monica bus almost every day as an excellent free alternative to driving. Although the cost involved is minimal, the hassle of carrying correct change for two daily trips will make my car all that much more appealing, and I will most certainly go back to driving to work instead.

137-1

Please feel free to contact me directly if you have any questions about my comments.

Sincerely,
steve lyon

Response to Comment Letter I37

E-mail from Steve Lyon, dated December 17, 2002

Response to Comment I37-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPin

From: Patlan, Richard
Sent: Wednesday, December 18, 2002 9:25 AM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 9:20PM
Name: Mam, Kalyanee
Address: 987 Westgate Ave, Apt 4
City: Los Angeles
State: CA
ZIP: 90049

Organization:
Phone:
Email: mam@2004.law.ucla.edu
Date Register: Dec 17 2002 9:20PM
Comment: To whom it may concern,

I am a law student at UCLAW and have been an avid fan of the BruinGO program for two years now. Although I carpool with my roommate sometimes, it is not always convenient to get a ride. And with high student loans it's always nice to be able to save money on transportation. BruinGo is an awesome program and I really don't know what I would do it without it!

138-1

A concerned student,
Kalyanee

Response to Comment Letter 138

E-mail from Kalyanee Mam, dated December 17, 2002

Response to Comment 138-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Tuesday, December 17, 2002 5:33 PM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 10:29AM

Name: Manoukis, Nick
Address: 621 Charles Young Dr. So.
City: LA
State: CA
ZIP: 90025

Organization:
Phone:
Email: manoukis@ucla.edu

Date Register: Dec 17 2002 10:28AM

Comment: The EIR's dismissal of BruinGo as a means to mitigate the impacts of traffic at UCLA contradicts all the data I have seen regarding the program. It also goes against common sense: alternatives to solo driving must be provided if we expect there to be less solo driving in the future.

Given the relatively low cost of BruinGo and its obvious impact on traffic congestion (43% increased ridership among students and 9% reduction in solo driving overall) I suggest the program be expanded and made a much higher priority than it currently is. Solo driving must be made harder and using public transportation made easier if we expect any change in the community's behavior.

139-1

Response to Comment Letter 139

E-mail from Nick Manoukis, dated December 17, 2002

Response to Comment 139-I

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPln

From: Patlan, Richard
 Sent: Tuesday, December 17, 2002 5:34 PM
 To: EnvPln
 Cc: Mills, Stephen
 Subject: New comment on EIR website:

Datetime: Dec 17 2002 11:45AM
 Name: Maricich, Nick
 Address: 11616 Gorham #7
 City: Los Angeles
 State: CA
 ZIP: 90049
 Organization: UCLA
 Phone: 310571-3536
 Email: nickm@ucla.edu

Date Register: Dec 17 2002 11:44AM

Comment: Bruingo has made my life so much easier. Please do not discontinue this great program. I am a graduate student living in Brentwood and would certainly seek parking if not for this program. BruinGO has replaced the parking needs of many students and visitors to UCLA and should be continued.

As an undergraduate at Berkeley, I valued enormously their class pass program, and have found the same to be true here. If creating a fee referendum is what is needed to keep this program, I think it should be pursued. Cal's Dept. of Parking and Transportation worked with students to pass a fee referendum for all students to pay a semesterly fee that gives everyone unlimited access to AC transit. I believe it is around \$30/semester (every 15 weeks). If financing is the issue with discontinuing BruinGO, please consider this as another option. Students need transit and will support an initiative like this, even if they don't all make use of it.

140-1

The best way to reduce auto travel to campus is to keep parking expensive, and provide incentives to take transit. Bruingo is the best incentive around! I love my walk/bus commute to school because you have made it a cheap and reliable alternative to the automobile, in a city where there aren't enough time-efficient alternatives to driving. Please don't take that away!

From: Patlan, Richard
Sent: Tuesday, December 17, 2002 5:30 PM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 16 2002 11:07PM

Name: martinez, felipe

Address: 3172 Barrington Ave. Apt C

City: los angeles

State: CA

ZIP: 90066

Organization: UCLA

Phone: 3103915852

Email: jfmtz@ucla.edu

Date Register: Dec 16 2002 10:58PM

Comment: Once again I am appalled and dissapointed that UCLA does not seem to take a more aggressive stance towards the alleviation of traffic and the pollution generated by the thousands of cars coming to campus each day.

I sincerely hope that the university takes a more responsible and proactive attitude towards these issues and not only continues but expands programs such as BruinGo and makes every effort to develop new ones.

The university should assume the leadership role Los Angeles expects from it in every role, not only in academia and culture, but also in such a critical issue as environment and responsible development.

You cannot build parking lots forever, aren't there enough "experts" at UCLA's parking services office to figure this out by now? Why do you not listen to UCLA's own Urban Planning department???

Jose Felipe Martinez

141-1

Response to Comment Letter I40

E-mail from Nick Maricich, dated December 17, 2002

Response to Comment I40-I

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program. The University acknowledges that a self-imposed student fee could be used to fund an extension of the program for students.

Response to Comment Letter 141

E-mail from Felipe Martinez, dated December 16, 2002

Response to Comment 141-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Wednesday, December 18, 2002 9:23 AM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 5:53PM

Name: Masterman-Smith, Michael

Address: 1319 11th St. #10

City: Santa Monica

State: CA

ZIP: 90405

Organization:

Phone:

Email: mansmith@ucla.edu

Date Register: Dec 17 2002 5:51PM

Comment: Keep BruinGo going. It is a valuable service to UCLA faculty and staff and is heralded as a 'perk' to employment at the university. Evaluations by UCLA's traffic consultant and UCLA's Institute of Transportation Studies found that faculty/staff transit ridership for commuting to campus increased by 134 percent, and solo driving decreased by 9 percent during BruinGO's first year. Based on this, the EIR report that this service does not mitigate the parking demand at UCLA is seemingly inaccurate. I'm certain that removal of this service as one of our transportation options will be met with great criticism by the body of UCLA employees.

I42-1

Response to Comment Letter 142

E-mail from Michael Masterman-Smith, dated December 17, 2002

Response to Comment 142-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Tuesday, December 17, 2002 5:31 PM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 7:54AM

Name: Maynard, Kelly

Address: 1838 1/2 Federal Avenue

City: Los Angeles

State: CA

ZIP: 90025

Organization: UCLA Histo

Phone:

Email: kingston@ucla.edu

Date Register: Dec 17 2002 7:53AM

Comment: I have been a graduate student at UCLA for six years, and the development of the BruinGo program is one of the most intelligent administrative decisions I have seen made here since 1997. I cannot understand how any objective study could come to the conclusion that the BruinGo project should not be supported in the long term. UCLA has a responsibility to its students, faculty, and staff, to the larger West LA community, and to the environment. The BruinGo program has demonstrated impressive results already - and this during its tenuous initial stages. Imagine the eventual scale of participation by the UCLA community if the program were made permanent! It seems ludicrous that UCLA administrators imagine the long-term solution to the problems of congestion and space to be grounded in the ongoing construction of ever more behemoth parking structures. BruinGo represents an opportunity for the university to lead the way in finding solutions, not perpetuating problems. I highly recommend that the administration behave like a proper leadership body and implement the BruinGo program on a permanent basis.

143-1

Sincerely,
Kelly J. Maynard

Response to Comment Letter 143

E-mail from Kelly Maynard, dated December 17, 2002

Response to Comment 143-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Wednesday, December 18, 2002 9:25 AM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 10:03PM

Name: Medina, Jocelyn

Address: 8811 Littlestone Drive

City: San Gabriel

State: CA

ZIP: 91776

Organization: UCLA

Phone: 6262859376

Email: jamedina@ucla.edu

Date Register: Dec 17 2002 10:03PM

Comment: Please keep BruinGo permanent as it is an essential service to the staff and students at UCLA, not to mention a wonderful way of reducing vehicle emissions in the area.

144-1

Response to Comment Letter I44

E-mail from Jocelyn Medina, dated December 17, 2002

Response to Comment I44-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPln

From: Patlan, Richard
Sent: Wednesday, December 18, 2002 9:26 AM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 11:28PM

Name: Mellerstig, Jason

Address: 969 Hilgard Ave PH8

City: Los Angeles

State: CA

ZIP: 90024

Organization: UCLA Schoo

Phone: 3107023529

Email: film@ucla.edu

Date Register: Dec 17 2002 11:27PM

Comment: Please keep the Blue bus BRUINGO program.
I ride it often as do other law students

I45-1

Response to Comment Letter I45

E-mail from Jason Mellerstig, dated December 17, 2002

Response to Comment I45-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPln

From: Patlan, Richard
Sent: Tuesday, December 17, 2002 5:30 PM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 16 2002 9:42PM

Name: Mercado, Angelo

Address: 1415 S SALTAIR AVE APT 4

City: LOS ANGELES

State: CA

ZIP: 90025-2119

Organization:

Phone:

Email: maom@ucla.edu

Date Register: Dec 16 2002 9:41PM

Comment: Please consider making BruinGo permanent.

I used to live 10 miles away in a neighborhood served only by MTA; consequently, because of the distance/time/inconvenience, I was a solo driver for six years, purchasing a parking permit for each. I have since moved to a neighborhood served by the Santa Monica Big Blue Bus, and I have come to depend heavily on the program this academic year. I no longer drive to campus.

I46-1

Thank you for your consideration.

—Angelo Mercado (Graduate Student, Program in Indo-European Studies)

Response to Comment Letter 146

E-mail from Angelo Mercado, dated December 16, 2002

Response to Comment 146-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Tuesday, December 17, 2002 5:35 PM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 2:27PM

Name: Mertes, Tom

Address: 1549 S. Dunsmuir

City: Los Angeles

State: CA

ZIP: 90019

Organization: CSTCH-UCLA

Phone: 310206-5675

Email: mertes@ucla.edu

Date Register: Dec 17 2002 2:26PM

Comment: Please reconsider your suggestion to end BruinGo which I have utilized and I understand has cut parking by 9% which must have a significant reduction in pollution and congestion. Likewise, there is no consideration of vehicle size in the report. Larger vehicles pollute more and take up more space. Parking pricing should be based on vehicle weight and size.

147-1

Thanks for ignoring these suggestions in favor of automobile and oil companies and at the expense of mass transit.

Response to Comment Letter 147

E-mail from Tom Mertes, dated December 17, 2002

Response to Comment 147-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Tuesday, December 17, 2002 5:35 PM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 2:41PM
Name: Mitchell, Prof. Daniel J.B.
Address: UCLA Anderson School
City: Los Angeles
State: CA
ZIP: 90095-1481

Organization:
Phone: 310825-1504
Email: daniel.j.b.mitchell@anderson.ucla.edu

Date Register: Dec 17 2002 2:40PM

Comment: According to Prof. Donald Shoup, your proposed plan does not call for continuation of BruinGO. Change it! This is a highly successful plan. A chapter dealing with BruinGO's success will shortly appear in "California Policy Options 2003", published by the UCLA School of Public Policy and Social Research. The chapter also deals with the errors in the so-called consultant report on BruinGO. This is a big deal. You will meet strong opposition from students, staff, and faculty if BruinGO is not continued.

148-1

Response to Comment Letter 148

E-mail from Daniel Mitchell, dated December 17, 2002

Response to Comment 148-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Wednesday, December 18, 2002 9:24 AM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 7:13PM

Name: moeel, shaffy

Address: moeel2005@student.law.ucla.edu

City: los angeles

State: CA

ZIP: 90024

Organization:

Phone: 3104223251

Email: moeel2005@student.law.ucla.edu

Date Register: Dec 17 2002 7:13PM

Comment: bruingo is an extremely helpful and productive program that should and indeed, must be continued. i just started law school here at ucla and i take the bus to and from school everyday (i live in westwood)sometimes several times a day. everyday the bus is filled with students who ride from thier homes in palms, culver city, etc. these are students that would otherwise be driving. there is already a huge parking and traffic problem at ucla. bruingo helps to alleviate those problems. a public hearing should be held if an end to the program is going to be considered. thank you, shaffy moeel

149-1

Response to Comment Letter 149

E-mail from Shaffy Moel, dated December 17, 2002

Response to Comment 149-I

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Tuesday, December 17, 2002 5:34 PM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 12:56PM

Name: Moga, Karra

Address: po box 42314

City: LA

State: CA

ZIP: 90042

Organization: UCLA grad

Phone: 310794-4262

Email: karra@ucla.edu

Date Register: Dec 17 2002 12:55PM

Comment: Dear UCLA Capitol Programs,

I was dismayed to learn of the EIR's rejection of BruinGO as a traffic mitigation measure given that it is completely at odds with the evaluations of BruinGO conducted by UCLA's traffic consultant and by UCLA's Institute of Transportation Studies.

These evaluations show that faculty/staff transit ridership

for commuting to campus increased by 134 percent, and solo driving decreased by 9 percent during BruinGO's first year.

Students' transit ridership for commuting to campus increased by 43 percent, and solo driving decreased by 33 percent.

I strongly urge you to incorporate BruinGO as a permanent part of your Long Range Range Development Plan. Thank you for your consideration of this matter. Sincerely, Karra Bikson Moga, MA, MSW Doctoral Student, Department of Social Welfare

School of Public Policy & Social Research

University of California at Los Angeles

310-794-4262

5324 Public Policy Building

150-1

Response to Comment Letter 150

E-mail from Karra Moga, dated December 17, 2002

Response to Comment 150-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Tuesday, December 17, 2002 5:31 PM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 8:39AM

Name: Montalvo, Ray

Address: 1312 Summertime Ln

City: Culver City

State: CA

ZIP: 90230

Organization:

Phone: 57483

Email: rmontalv@ucla.edu

Date Register: Dec 17 2002 8:38AM

Comment: I urge you to continue the BruinGo service for staff and students indefinitely. I have found this service a great incentive to discontinuing my parking permit, ride the bus on a daily basis, and begin enjoying my daily commute to Westwood. I suspect that should UCLA adopt BruinGo as a permanent policy, your support, along with increased cost for parking services and growing congestion in Westwood, would motivate others to adopt BruinGo as a viable alternative. Further I suggest widening the program to include the Culver CityBus and/or limited Los Angeles/MTA lines. Including these transit lines is sure to increase ridership. Please also remember the benefits such an innovative program as BruinGo has on the community at large. Although BruinGo may have a less than ideal impact on parking availability, its benefits to the lives of staff and students is felt in many ways. I believe that discontinuing BruinGo would, in the long run, have an overall negative impact on parking services and the community at large. I urge you strongly to continue BruinGo as well as establish it on a permanent basis.

151-1

Response to Comment Letter 151

E-mail from Ray Montalvo, dated December 17, 2002

Response to Comment 151-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPln

From: Patlan, Richard
Sent: Tuesday, December 17, 2002 5:35 PM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 1:56PM

Name: Monte, Christine
Address: 12530 Braddock Dr.
City: Los Angeles
State: CA
ZIP: 90066

Organization:

Phone: 310306-0677
Email: christiemonte@juno.com

Date Register: Dec 17 2002 1:56PM

Comment: It would be much more difficult for me to get to campus for my classes if I were unable to use BruinGo. I think it is a great asset to the university and the students alike. I currently leave an hour before class using BruinGo, but I fear that I would have to leave just as early if I were driving because it will take an enormous amount of time to find parking on campus. Therefore, I recommend that the university continue the BruinGo program.

152-1

Response to Comment Letter 152

E-mail from Christine Monte, dated December 17, 2002

Response to Comment 152-I

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Tuesday, December 17, 2002 5:34 PM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 11:44AM

Name: Montes, Paula

Address: 3241 S. Sepulveda Blvd. #303

City: Los Angeles

State: CA

ZIP: 90034

Organization: UCLA

Phone:

Email: pmontes@ucla.edu

Date Register: Dec 17 2002 11:44AM

Comment: Unbelievable. How can this report ignore the fact that BruinGo is a wonderful program in many senses: First, socially, it gives free transportation to the UCLA community. But the essential importance of BruinGo is the fact that it incentivizes the use of public transportation over the car, and therefore diminishes traffic congestion in UCLA, and demand for parking, which are already scarce. How can this report be so incredibly biased? Well, I believe it was written for a reason, for a purpose, and not as an independent evaluation. And if you're not independent, you're not credible.

153-1

Response to Comment Letter 153

E-mail from Paula Montes, dated December 17, 2002

Response to Comment 153-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Tuesday, December 17, 2002 5:31 PM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 12:03PM
Name: Morioka, Craig
Address: 2954 Military Ave
City: Los Angeles
State: CA
ZIP: 90064

Organization:
Phone:
Email: morioka@itmedicine.net

Date Register: Dec 17 2002 12:02PM

Comment: I support the BruinGO system and would like to see it as an option to commuting to UCLA, instead of building more parking lots. I am a faculty member who rides the bus and bikes to work.

] 154-1

Please continue to support BruinGO,

Craig Morioka

Response to Comment Letter 154

E-mail from Craig Morioka, dated December 17, 2002

Response to Comment 154-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Tuesday, December 17, 2002 5:33 PM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 10:57AM

Name: Mosley, Jennifer
Address: 1941 Euclid St. #5
City: Santa Monica
State: CA
ZIP: 90404

Organization:

Phone:
Email: jmosley@ucla.edu

Date Register: Dec 17 2002 10:56AM

Comment: I am writing to ask you to please save the BruinGO program for faculty, staff and students. I have been using the BruinGO program since its inception and have personally seen the increased ridership on the buses. I did have a parking space for one of the quarters, but declined to renew my spot because I found the bus just as convenient, sometimes more so! I believe that participation in BruinGO by UCLA also demonstrates UCLA's leadership role in the Westside community—it would be poor stewardship to let such an innovative, and effective program lapse.

155-1

Response to Comment Letter 155

E-mail from Jennifer Mosley, dated December 17, 2002

Response to Comment 155-I

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Tuesday, December 17, 2002 5:33 PM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 4:47PM

Name: Murry, Geoffrey

Address: 10544 S. Monica Blvd

City: Los Angeles

State: CA

ZIP: 90025

Organization: x

Phone: 310474-6291

Email: murry2005@student.law.ucla.edu

Date Register: Dec 17 2002 4:47PM

Comment: Make BruinGo a priority. I depend on it and so do my classmates. And, whether they are aware of it or not, so does the West LA community, who benefit from the reduction in traffic. 156-1

Response to Comment Letter 156

E-mail from Geoffrey Murry, dated December 17, 2002

Response to Comment 156-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPln

From: Patlan, Richard
Sent: Tuesday, December 17, 2002 5:37 PM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 5:28PM
Name: myers, douglas
Address: 1445 stanford, apt B
City: santa monica
State: CA
ZIP: 90404
Organization: UCLA Schoo
Phone:
Email: myersd@law.ucla.edu

Date Register: Dec 17 2002 5:28PM

Comment: It would be a shame if UCLA ended the BruinGo program. Any program that promotes public transportation should be adopted, especially in a public Los Angeles, where public transit is often ignored. While it is doubtful there are any financial reasons for not promoting the program, such concerns should be placed under those promoting the use of public transit on the basis of environment and traffic alone. Building more parking lots won't solve anything, UCLA should encourage its students, staff, and faculty to use public transportation.

157-1

Response to Comment Letter 157

E-mail from Douglas Myers, dated December 17, 2002

Response to Comment 157-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPln

From: Patlan, Richard
Sent: Wednesday, December 18, 2002 9:23 AM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 5:37PM
Name: McCall, Christina
Address: 1351 Crescent Hts. Bl 118
City: Los Angeles
State: CA
ZIP: 90046
Organization: UCLA Grad
Phone:
Email: mccall@2004.law.ucla.edu

Date Register: Dec 17 2002 5:36PM

Comment: I feel that the BruinGo program is a very effective way to lessen traffic around the UCLA campus and the demand on parking resources. I have taken the MTA bus daily for a year and a half, and would love to see the program expanded to cover MTA bus routes. With extremely limited campus parking (especially this year with construction limiting access to several parking garages), the BruinGo program should be preserved, at least, and hopefully expanded.

158-1

Response to Comment Letter 158

E-mail from Christina McCall, dated December 17, 2002

Response to Comment 158-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPln

From: Patlan, Richard
Sent: Tuesday, December 17, 2002 5:32 PM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 9:02AM

Name: McMahan, Jeffrey N.

Address: 1430 Amherst Ave. #10

City: Los Angeles

State: CA

ZIP: 90025-2533

Organization: UCLA Exten

Phone: 310207 8733

Email: jmcMahon@unex.ucla.edu

Date Register: Dec 17 2002 9:01AM

Comment: I believe that discontinuing BruinGo would be a mistake at this time when conserving energy (especially oil) is a top priority for our community. As my small part in conserving oil and reducing the smog that often covers our city, and with the aid of BruinGo, I have sold my car and rely entirely on the Santa Monica Bus Line as access to work. These buses are always packed with students and staff who exit at UCLA. I find this reassuring that people in our community are willing to use BruinGo to ride public transportation and forego independent driving on our already congested, polluted streets.

159-1

In closing, I think that discontinuing BruinGo would be harmful not only to our community but be the country as a whole when we should be conserving energy not exploiting it. BruinGo is an efficient and forward-thinking solution to the transportation problems of both staff and students.

Response to Comment Letter 159

E-mail from Jeffrey N. McMahan, dated December 17, 2002

Response to Comment 159-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Tuesday, December 17, 2002 5:31 PM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 9:21AM

Name: Nack, Jaime

Address: 1231 9th St, #2

City: Santa Monica

State: CA

ZIP: 90401

Organization:

Phone:

Email: jnack@ucla.edu

Date Register: Dec 17 2002 9:20AM

Comment: BruinGo is a great program! I never took the Blue Bus before and always drove and parked on campus or in Westwood (as a solo driver). With BruinGo, I ride the bus everyday to UCLA with ease. It would be a shame to see this program disappear.

160-1

Response to Comment Letter 160

E-mail from Jaime Nack, dated December 17, 2002

Response to Comment 160-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Tuesday, December 17, 2002 5:34 PM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 12:16PM

Name: Nagao, Christina

Address: 2428 28th Street #2

City: Santa Monica

State: CA

ZIP: 90405

Organization:

Phone: 3104504942

Email: cnagao@ucla.edu

Date Register: Dec 17 2002 12:15PM

Comment: Please make BruinGo permanent! I have used it many times over the past several years, and it has made driving to campus unnecessary.

161-1

Response to Comment Letter 161

E-mail from Christina Nagao, dated December 17, 2002

Response to Comment 161-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Tuesday, December 17, 2002 5:35 PM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 2:09PM
Name: Naito, Jonathan
Address: 5420 Russell Ave #32
City: Los Angeles
State: CA
ZIP: 90027

Organization:
Phone:
Email: jontnaito@hotmail.com

Date Register: Dec 17 2002 2:08PM

Comment: I can't understand the EIR recommendation to discontinue BruinGo for staff and faculty (not to mention students). I personally know of at least 8 people who use BruinGO for their commuting needs, even though they have private cars. Especially for those of us who are graduate students, trying to get by on stipend and loans in Los Angeles, BruinGo offers THE ONLY way to avoid paying the roughly \$150 per quarter fee to park on campus. With the lack of centralized graduate housing, carpooling is not really an option for many of us; the bus is the only way to reduce the number of solo drivers.

162-1

If the university is really serious about finding ways to reduce demand for parking, BruinGo must remain!

Response to Comment Letter 162

E-mail from Jonathan Naito, dated December 17, 2002

Response to Comment 162-1

As discussed in Response to Comment 41-1, the cost of commuting via public transit is substantially less than a single-occupant vehicle, even without BruinGo. It should also be noted that on-campus graduate student housing is currently under construction on the Southwest Campus. Refer also to Topical Response A (BruinGo Program) for a discussion of the BruinGo program and Topical Response D (Bicycle Commuting Conditions and Facilities) for a discussion of other alternative modes of transportation.

EnvPin

From: Patlan, Richard
Sent: Tuesday, December 17, 2002 5:34 PM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 12:24PM

Name: Nelson, Todd

Address: 2336 Westwood Blvd #3

City: Los Angeles

State: CA

ZIP: 90064

Organization: UCLA stude

Phone:

Email: toddn@ucla.edu

Date Register: Dec 17 2002 12:23PM

Comment: I would like to urge UCLA Capital Programs to maintain funding for the BruinGO program, which is not recommended in the Draft Environmental Impact Report for UCLA's 2002 Long Range Development Plan. The BruinGO program offers a crucial transportation resource to students and staff of UCLA who would otherwise drive to campus, making the university's already dire parking situation even more serious. BruinGO offers an attractive and convenient incentive for these individuals to travel by bus and reduce traffic congestion, air pollution, and on-campus parking demand. The ridership of BruinGO has steadily increased since its inception, and I am personally aware of dozens of fellow students who take the bus as opposed to driving to campus as a result. Please continue to fund BruinGO, and therefore demonstrate your commitment to the students and staff of this university. Thank you for your time.

163-1

- Todd Nelson

Response to Comment Letter 163

E-mail from Todd Nelson, dated December 17, 2002

Response to Comment 163-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPln

From: Patlan, Richard
Sent: Tuesday, December 17, 2002 5:34 PM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 11:56AM
Name: Nilsson, Michelle
Address: 10536 Santa Monica Bl.
City: Los Angeles
State: CA
ZIP: 90025

Organization:
Phone:
Email: nilsson@ucla.edu

Date Register: Dec 17 2002 11:55AM

Comment: As a first-year graduate student at UCLA, I use the BruinGo program everyday, in coming and going to and from the campus. When I decided where to live, I chose to be near a Big Blue Bus line—it was a key factor in my decision process. Additionally, I have no interest in applying for a parking permit because the bus trip is so convenient. If the program were to be discontinued, I would definitely choose to buy a parking permit and commute to campus, increasing the traffic problem. I would pay the same thing for parking that I would pay for the bus! Of course, taking the bus at no cost is an incentive that works. I believe a lot of students would drive to campus, or near campus, if the BruinGo program was discontinued, increasing the traffic problem.

164-1

Response to Comment Letter 164

E-mail from Michelle Nilsson, dated December 17, 2002

Response to Comment 164-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program and Response to Comment 41-4, which discusses the cost of commuting via transit.

From: Patlan, Richard
Sent: Tuesday, December 17, 2002 5:32 PM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 9:30AM

Name: Nowland, Robert

Address: 3701 Clarington Ave

City: Los Angeles

State: CA

ZIP: 90034

Organization:

Phone: 310204-3106

Email: rnowland@unex.ucla.edu

Date Register: Dec 17 2002 9:30AM

Comment: I, for one, am very happy that UCLA may be canceling the BruinGo program. Since 1998, I've been commuting to UCLA via the Big Blue Bus and I long for those good-ol'-days of yesteryear when finding a place to sit on the bus was easier than in today's cramped times. In the past two years, I've seen ridership increase to alarming rates. The number 12 buses have increased their runs and an additional number 16 bus has been added to accommodate this traffic, but, still, I would much prefer these people clog up the campus and surrounding area in Westwood than get in my way of finding a comfortable seat (especially if it's on one of the new Big Blue Buses—they have lumbar support!). I used to eagerly await the summer months, but now I'm excited to know that soon I can once again ride the bus with the other ten people who will still be using it to commute to campus. Way to go UCLA!

165-1

Response to Comment Letter 165

E-mail from Robert Nowland, dated December 17, 2002

Response to Comment 165-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Wednesday, December 18, 2002 9:24 AM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 8:37PM
Name: Obenski, Stephen
Address: 11525 Rochester Ave Apt 208
City: Los Angeles
State: CA
ZIP: 90025

Organization:
Phone:
Email: obenski@2003.law.ucla.edu

Date Register: Dec 17 2002 8:37PM

Comment: The BruinGO program for students should be continued. There is definitely an element of "if you build it they will come"—once more and more students become accustomed to the idea of public transit, the more they will continue to use it. The sheer ease of being able to swipe your card is a huge incentive.

So far, the program has drastically increased the number of STUDENTS taking the bus to campus. As an everyday rider, I can testify to seeing a huge increase since the program started—especially among my fellow law students. UCLA's traffic consultant and UCLA's Institute of Transportation Studies studies found that students' transit ridership for commuting to campus increased by 43 percent, and solo driving decreased by 33 percent! How can your report dismiss these results based on "previous evaluation" that was limited to faculty and staff subsidies? It's not logical.

166-1

Please help make UCLA a model for the rest of the city in reducing our air pollution and land use.

Sincerely,
Steve Obenski

Response to Comment Letter 166

E-mail from Stephen Obenski, dated December 17, 2002

Response to Comment 166-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Wednesday, December 18, 2002 9:26 AM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 18 2002 1:25AM
Name: O'Brien, Eileen
Address: 1030 Tiverton Ave #107
City: Los Angeles
State: CA
ZIP: 90024

Organization:
Phone:
Email: obrien@2004.law.ucla.edu
Date Register: Dec 18 2002 1:24AM

Comment: I want to voice my opinion that I think BruinGO is extremely important and that it should definitely be made a permanent transportation option for students. I know that I certainly use it a lot, and many of my friends use the bus instead of driving to school. Also, my undergraduate institution had a similar program of free access to public transportation with student ID, and it was a given. I was quite frankly surprised that UCLA is only piloting such a program, and didn't have one in place. Please do not stop this program.

167-1

Response to Comment Letter 167

E-mail from Eileen O'Brien, dated December 18, 2002

Response to Comment 167-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Tuesday, December 17, 2002 5:36 PM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 4:13PM
Name: O'Hara, Kate
Address: 1320 Venice Blvd., #103
City: Los Angeles
State: CA
ZIP: 90291

Organization: UCLA Depar
Phone: 310821-8494
Email: kohara@ucla.edu

Date Register: Dec 17 2002 4:13PM

Comment: I am concerned that the EIR does not include a recommendation to make BruinGO permanent as a way to mitigate traffic generation and congestion. BruinGO is an important way that UCLA can decrease negative affects of increased drivers on Los Angeles. It also aids students travelling to school, making commuting much more economical. Furthermore, it serves UCLA by freeing the school from building more praking structures. As it stands there are not enough parking structures for those that have permits, let alone all those that would drive if there was no BruinGO. Investing in BruinGO is an investmet in the city and in the future of UCLA. As a leader in the community, UCLA has a duty to encourage and enable responsible investment and behavior like making BruinGO permanent. I urge you to include such recommendations.

168-1

Response to Comment Letter 168

E-mail from Kate O'Hara, dated December 17, 2002

Response to Comment 168-I

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Wednesday, December 18, 2002 9:26 AM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 18 2002 3:30AM

Name: olsen, frances

Address: law building, ucla

City: los angeles

State: CA

ZIP: 90095-1476

Organization: School of

Phone: 310825-6083

Email: olsen@law.ucla.edu

Date Register: Dec 18 2002 3:29AM

Comment: I strongly support Bruingo. Often it encourages me to leave my car at home. Please support this program.

It is terrible in my opinion for the UCLA department involved to be more interested in making money short term than in transporting students and others to and around the UCLA campus. It damages the school long term to be as preoccupied with short term profit as the department seems to me to be.

169-1

Response to Comment Letter 169

E-mail from Frances Olsen, dated December 18, 2002

Response to Comment 169-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Tuesday, December 17, 2002 5:33 PM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 10:46AM
Name: Pankratz, Shannon
Address: 3154 Curts Ave, Apt.B
City: Los Angeles
State: CA
ZIP: 90034

Organization:
Phone:
Email: thepackrat@hotmail.com
Date Register: Dec 17 2002 10:45AM

Comment: I believe the long range plans should seriously consider all of the studies conducted and issued through UCLA regarding the BruinGo program. EIR must take these into account and realize how important BruinGo is, especially for students. BruinGo is an excellent program, and to not continue it further would inevitably lead to unforeseen traffic and commuter problems in the future.

170-1

Response to Comment Letter 170

E-mail from Shannon Pankratz, dated December 17, 2002

Response to Comment 170-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPln

From: Patlan, Richard
Sent: Tuesday, December 17, 2002 5:34 PM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 11:39AM
Name: Pitkin, William
Address: 3220 Sawtelle Blvd., #206
City: Los Angeles
State: CA
ZIP: 90066

Organization:
Phone:
Email: wpitkin@ucla.edu

Date Register: Dec 17 2002 11:38AM

Comment: I am astounded that the Draft Environmental Impact Report for UCLA's 2002 Long Range Development Plan states that BruinGO is not an effective method for reducing total parking demand. Evaluations of BruinGO have shown that it has decreased solo driving and increased public transit ridership among faculty, staff and students. Besides these undeniable facts, it is a critical service that the University provides for its students and employees. I urge you to reconsider this issue and recommend that BruinGO be made permanent.

171-1

Response to Comment Letter 171

E-mail from William Pitkin, dated December 17, 2002

Response to Comment 171-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Tuesday, December 17, 2002 5:31 PM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 8:31AM

Name: Pope Fischer, Lisa

Address: 3444 Centinela 1

City: Los Angeles

State: CA

ZIP: 90066

Organization: UCLA Anthr

Phone: 310313-0023

Email: lpope2@excite.com

Date Register: Dec 17 2002 8:30AM

Comment: Please continue Bruingo for faculty and staff. It is a great and innovative program. I personally have increased my use of the Blue Bus since the program began. I do not need a parking spot on campus anymore.

172-1

Sincerely,
Dr. Pope Fischer
Anthropology Department

Response to Comment Letter 172

E-mail from Lisa Pope Fischer, dated December 17, 2002

Response to Comment 172-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Tuesday, December 17, 2002 5:33 PM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 10:58AM
Name: quinones, patricia
Address: 2025 1/2 corinth ave
City: los angeles
State: CA
ZIP: 90025

Organization:
Phone: 310478-1425
Email: yukiq@ucla.edu
Date Register: Dec 17 2002 10:58AM

Comment: lifestyle changes often take time. for example, most people didn't recycle when the first few recycling bins were placed around the city. now, many people make the effort not just when bins are available, but also at home. the la lifestyle will be slow to adjust to public transportation. it is , however, a necessary step if we want to help our environment. how can it be that a large research institution like ucla would be unmotivated to set an example to the rest of the community? by subsidizing public transportation, there will be a greater incentive for people to leave their cars at home. this process won't happen overnite. throwing away bruingo is a sign that ucla does not care about the environment nor about the city.

173-1

Response to Comment Letter 173

E-mail from Patricia Quinones, dated December 17, 2002

Response to Comment 173-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Tuesday, December 17, 2002 5:33 PM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 11:05AM

Name: rattray, nick
Address: 521 Hollister Ave. 2
City: Santa Monica
State: CA
ZIP: 90405

Organization:
Phone:
Email: nrattray@ucla.edu

Date Register: Dec 17 2002 11:05AM

Comment: I am strongly in favor of keeping the BruinGo program in place. Whereas I formerly drove to campus, I ride the bus everyday now.

Of course, beyond my personal benefits, BruinGo reduces West LA congestion, contributes positively to air pollution reduction, enables people to conveniently use public transportation.

174-1

Response to Comment Letter 174

E-mail from Nick Rattray, dated December 17, 2002

Response to Comment 174-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Wednesday, December 18, 2002 9:23 AM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 6:03PM
Name: Ratzlaff, Allison
Address: 2493 1/2 Barrington Ave
City: Los Angeles
State: CA
ZIP: 90064

Organization:
Phone: 3104732351
Email: AMRatzlaff1@aol.com
Date Register: Dec 17 2002 6:02PM

Comment: I definitely think BriunGo should be a program that is continued. Providing students with a environmentally friendly way to get to school and back is a really good idea. Especially since so many students didn't receive parking permits and would have a really hard time getting to school if the program weren't in place.

175-1

Response to Comment Letter 175

E-mail from Allison Ratzlaff, dated December 17, 2002

Response to Comment 175-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

There is no Letter 176; this was intentionally left blank and maintained for numbering purposes.

There is no Letter 177; this was intentionally left blank and maintained for numbering purposes.

From: Patlan, Richard
Sent: Wednesday, December 18, 2002 9:25 AM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 9:44PM

Name: Remes, Sarah

Address: 1446 Brockton Ave #5

City: Los Angeles

State: CA

ZIP: 90025

Organization: UCLA Law

Phone:

Email: remes2005@student.law.ucla.edu

Date Register: Dec 17 2002 9:43PM

Comment: I strongly recommend keeping the BruinGo program. I use it every day to go to and from school, and its existence has meant that I don't need to apply for a parking permit. In addition, I use it to go other places on evenings and weekends, which reduces traffic and air pollution further. In a big city like Los Angeles, making it easy for students to get around is crucial to making UCLA a good experience for me.

178-1

Response to Comment Letter 178

E-mail from Sarah Remes, dated December 17, 2002

Response to Comment 178-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Wednesday, December 18, 2002 9:24 AM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 8:30PM

Name: Richter, Jonathan
Address: P.O. Box 220442
City: Newhall
State: CA
ZIP: 91322

Organization: UCLA Schoo

Phone:

Email: Richter@2004.law.ucla.edu

Date Register: Dec 17 2002 8:29PM

Comment: I am a commuter law student at UCLA and frequently use BruinGo. I live almost 40 miles away from UCLA, take the Santa Clarita Express Bus into school, and then rely on BruinGo during my long law school days to get me around Westwood. I have even used it to get to my law clerk job at the State Bar of California in downtown LA.

I also would not have made it to Hillel services on Yom Kippur, the holiest single day of the Jewish year, had it not been for BruinGO

179-1

The EIR is clearly grossly inaccurate if it finds that BruinGo does not significantly benefit student, faculty, and staff life and cut down on traffic congestion in the Westwood area.

I urge you to do a more focused EIR about the BruinGo program. Better yet, save yourself the expense, and continue the program.

Jonathan Richter
UCLA School of Law

Response to Comment Letter 179

E-mail from Jonathan Richter, dated December 17, 2002

Response to Comment 179-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Tuesday, December 17, 2002 5:31 PM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 11:24AM
Name: Roberson, Jennifer
Address: 3110 Sawtelle Blvd. #201
City: Los Angeles
State: CA
ZIP: 90066

Organization:
Phone:
Email: landc@ucla.edu

Date Register: Dec 17 2002 11:24AM

Comment: Students at UCLA need Bruin Go! The program is vital to my academic career!

180-1

Response to Comment Letter 180

E-mail from Jennifer Roberson, dated December 17, 2002

Response to Comment 180-I

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Wednesday, December 18, 2002 9:24 AM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 9:12PM

Name: Robinson, Geoffrey

Address: 1270 Granville Ave. #1

City: Los Angeles

State: CA

ZIP: 90025

Organization: Dept of Hi

Phone: 310488-8567

Email: robinson@history.ucla.edu

Date Register: Dec 17 2002 9:11PM

Comment:

I was astonished to learn that the authors of the Draft Long Range Development Plan EIP had concluded that the BruinGo program had made no difference and recommended that it should be discontinued. Someone has not been paying attention. The BruinGo program is THE reason I have stopped driving my car to campus, and judging from the number of colleagues, staff and students I meet on the bus each day, I cannot be the only one.

Please reconsider this ill-considered position. If you don't you can be sure to hear my voice raised in protest, alongside many, many others.

Sincerely,
Geoffrey Robinson

Associate Professor, Dept of History
Director, Center for Southeast Asian Studies,
UCLA

181-1

Response to Comment Letter 181

E-mail from Geoffrey Robinson, dated December 17, 2002

Response to Comment 181-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Wednesday, December 18, 2002 9:24 AM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 18 2002 9:05AM
Name: Rodriguez, Debra
Address: 6120 Radford Avenue
City: North Hollywood
State: CA
ZIP: 91606

Organization:
Phone: 3107942812
Email: drodrigu@saonet.ucla.edu

Date Register: Dec 18 2002 9:04AM

Comment: I agree with comments above. I think the Bus service is a definite improvement and should be made permanent.

182-1

Response to Comment Letter 182

E-mail from Debra Rodriguez, dated December 18, 2002

Response to Comment 182-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Tuesday, December 17, 2002 5:31 PM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 10:50AM

Name: Rolston, Arthur

Address: 2102 Camden Ave

City: Los Angeles

State: CA

ZIP: 09925

Organization: UCLA

Phone: 310459-5198

Email: arolston@ucla.edu

Date Register: Dec 17 2002 10:49AM

Comment: Please keep BruinGo. Not only does it relieve parking on campus and reduce emissions, it provides a well deserved and needed subsidy for many students who otherwise might not be able to attend.

183-1

Response to Comment Letter 183

E-mail from Arthur Rolston, dated December 17, 2002

Response to Comment 183-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Wednesday, December 18, 2002 9:23 AM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 5:41PM

Name: Ross, Whitney
Address: 6053 Goodland Ave
City: N. Hollywood
State: CA
ZIP: 91606

Organization:

Phone:

Email: ross2005@student.law.ucla.edu

Date Register: Dec 17 2002 5:41PM

Comment: BruinGo must remain!! With the limited parking available on campus, it is the only way students can affordably get to classes. I was denied parking on campus, though I live far away with no available bus line. Therefore, I drive to Westwood, park there, then take the bus back to campus. It seems unreasonable to force students who must do as I do to pay for parking off campus and to pay to take the bus to campus. Please keep the program going for those of us who were denied parking permits!!

184-1

Response to Comment Letter 184

E-mail from Whitney Ross, dated December 17, 2002

Response to Comment 184-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPln

From: Patlan, Richard
Sent: Tuesday, December 17, 2002 5:36 PM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 5:13PM
Name: Roudabush, Melissa
Address: 9737 Charnock Ave., #22
City: Los Angeles
State: CA
ZIP: 90034

Organization:
Phone: 310815-9140
Email: roudabush@2004.law.ucla.edu

Date Register: Dec 17 2002 5:12PM

Comment: BruinGO is an amazing program! It is an easy solution to the problem of getting to campus from all over the westside of LA – where most of us students live. It would be really hard to live a few miles away from campus without it – which is where the affordable housing all is.

It also is a great way for us to get to Westwood. We can ride into the Village (it stops many more places than UCLA Transit) and take advantage of all of the shopping and eating that it has to offer.

Please, please, please don't take away our BruinGO!

2nd year law student

I 85-1

Response to Comment Letter 185

E-mail from Melissa Roudabush, dated December 17, 2002

Response to Comment 185-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Wednesday, December 18, 2002 9:25 AM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 9:33PM

Name: Salstrom, Jennifer

Address: 3284 Veteran Ave

City: Los Angeles

State: CA

ZIP: 90034

Organization: UCLA

Phone: 310825-7869

Email: jsalstrom@mednet.ucla.edu

Date Register: Dec 17 2002 9:33PM

Comment: BruinGo should be made permanent! BruinGo is a convenient option for transportation to and from campus. I am convinced that BruinGo significantly encourages UCLA students to opt for public transportation over purchasing a parking permit. For myself, BruinGo is a wonderful option and I have not purchased parking on campus since its implementation. One cannot discount the importance of always knowing you can take the bus as long as you have your bruin card. As crazy as it may seem, it is much more difficult to always make sure you have change or small bills for the bus ride. During the summer, when BruinGo is not active, I often find myself stuck on campus with either no cash or nothing less than a \$20 bill. After late nights of studying or working, there is no place to make change and I'm either walking or paying way too much for my ride. This problem is not simplified by tokens or passes either, but my Bruin card is always on my person because it is my pass for many things on campus. Make it my pass for getting to and from campus also. Keep BruinGo!

186-1

Response to Comment Letter 186

E-mail from Jennifer Salstrom, dated December 17, 2002

Response to Comment 186-1

The University acknowledges that the use of a Bruin ID card may be more convenient than the use of tokens or ride cards. Refer also to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPln

From: Patlan, Richard
Sent: Tuesday, December 17, 2002 5:36 PM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 4:56PM

Name: Sanders, Kay

Address: 535 S. Curson, 9e

City: L.A.

State: CA

ZIP: 90036

Organization:

Phone:

Email: sandersk@ucla.edu

Date Register: Dec 17 2002 4:56PM

Comment: I wish to express my concern over the potential loss of the BruinGo program at UCLA. I have used it extensively during the past two years, and it has made my commute to UCLA much easier. I strongly suggest that UCLA continue with the program. It helps low-income students continue their education at UCLA and it helps our environment. The threat of the elimination of BruinGo may be the reason that the request for parking spaces has not decreased significantly. People who use BruinGo extensively may still apply for parking because we know that you may not continue it. If I know that BruinGo is here to stay, I would use it without a thought toward parking in a lot at UCLA. Instead of eliminating BruinGo, I wish you would look into creating similar programs with the Culver City and Metro bus lines. If you did so, ridership would increase significantly.

187-1

Response to Comment Letter 187

E-mail from Kay Sanders, dated December 17, 2002

Response to Comment 187-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Wednesday, December 18, 2002 9:23 AM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 5:37PM
Name: Sasis, Edna
Address: 3625 S. Glendon Avenue, Apt. 208
City: Los Angeles
State: CA
ZIP: 90034

Organization:
Phone:
Email: sasis@law.ucla.edu
Date Register: Dec 17 2002 5:37PM
Comment: Dear Mr. Zacuto,

I am writing to urge you to support the BruinGo! Program.

It would be unfortunate for the program to end especially while the campus -- like all the other UC campuses -- braces for the influx of even more students in the near future. Building more parking structures seems to me just as costly. They cannot be built fast enough and the number of structures may never match the need. With the rise of student enrollment, it's important to give students an alternative to driving and parking. It may seem like a long leap but I think that the rash of illegal use handicapped parking and the use of ill-gained parking permits will only rise as the UCLA community continues to grow -- especially without an attractive alternative. Of course it goes without saying that encouraging the campus community to ride public transportation through BruinGo can only be good for the environment. What better way of endorsing public transportation than by providing it "free" to the UCLA faculty, staff and students?

188-1

In any case, I hope you will reconsider and be guided by Professor Shoup's report and support BruinGO!

Thank you for your time and attention.

Sincerely,
Edna Sasis

Response to Comment Letter 188

E-mail from Edna Sasis, dated December 17, 2002

Response to Comment 188-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Tuesday, December 17, 2002 5:35 PM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 2:03PM

Name: schilling, robert

Address: 3250 public policy bld

City: los angeles

State: CA

ZIP: 90095

Organization: ucla

Phone: 310794-7665

Email: rfs@ucla.edu

Date Register: Dec 17 2002 2:02PM

Comment: UCLA must continue to support the bus pass program.

It is unconscionable to not support this subsidy, given all the problems of congestion and pollution, and LA's abysmal image as the poster child of what is wrong with American cities. The University would be so short-sighted to drop this enlightened program.



189-1

Response to Comment Letter 189

E-mail from Robert Schilling, dated December 17, 2002

Response to Comment 189-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Wednesday, December 18, 2002 9:24 AM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 7:56PM
Name: Schweitzer, Stuart
Address: 235 Denslow Avenue
City: LA
State: CA
ZIP: 90049

Organization: UCLA
Phone: 310825-2595
Email: sschweit@ucla.edu

Date Register: Dec 17 2002 7:55PM

Comment: I am disappointed in both the substance and the process of your findings concerning the potential value of maintaining the Santa Monica Bus connection for the UCLA community. 190-1

In terms of process, having the UCLA community reply to you by 20 December is unrealistic, for most of the UCLA community is away from the campus until early December. If you want to maximize the opportunity of the UCLA community to respond to your proposals and views, you would have given students and faculty another month to do so. 190-2

In terms of substance, I fear that your assessment of the inability of the SM Bus connection is wrong in two respects. The first is that public transit in general benefits from stability and suffers from changes. People do not change their commuting habits quickly, this is well-known. But they do change over time. Over several years members of the UCLA community will adapt to good access to bus service and ridership will increase. I am already finding myself admonishing students who show up late because of trouble parking, to park off campus and take the Blue Bus. I didn't do this a year ago. 190-3

Secondly, your comments on the bus connection refer only to faculty, who are probably the least adaptable group in the UCLA community (higher income, more varied hours). Had you focused more on students and staff, I think that you would find that the potential for bus ridership is much higher than it is for faculty. Would it be feasible to create a few satellite parking facilities that will be served by SM Bus? Nothing is free, of course, but surely the cost of these lots plus the fees paid to the bus line would be less than parking structures on campus. 190-4

In conclusion, I think that the potential of using bus service to access the UCLA campus has been given far less emphasis and support in your Report than is appropriate.

Stuart Schweitzer
Professor of Health Services
School of Public Health

Response to Comment Letter 190

E-mail from Stuart Schweitzer, dated December 17, 2002

Response to Comment 190-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

Response to Comment 190-2

The comment period began well before the start of final examinations, and continued for over a week after the conclusion of final examinations, allowing students, faculty, staff, and other interested parties ample opportunity to review and comment upon the 2002 LRDP Draft EIR without impacting academic priorities. Further, the 50-day review period for the 2002 LRDP Draft EIR exceeded the 45-day review period required under CEQA.

Refer also to Topical Response E (Opportunity to Submit Public Comments) for a discussion of the adequacy of the public review period.

Response to Comment 190-3

This comment is acknowledged. As discussed in Topical Response A (BruinGo Program), an analysis of the effectiveness of the BruinGo program in reducing parking demand should be based upon experience over the entire three years of the pilot program.

Response to Comment 190-4

As discussed in the 2002 LRDP Draft EIR (Volume 1, pages 4.13-16 to 4.13-18):

The Transportation Demand Management (TDM) Program began at UCLA in 1984 with the establishment of the Commuter Assistance—Ridesharing (CAR) department to promote formation of carpools, vanpools, and buspools and to expand utilization of alternative transportation modes. In 1987, a Transportation Systems and Demand Management program was adopted to reduce peak-hour traffic and reduce parking demand, with reduced fees for carpools, subsidies for van pools, shuttles from off-campus UCLA-owned housing clusters and remote parking lots, on-campus facilities for bicycles and mopeds, alternative work schedules, and campus participation in local and regional traffic improvement programs. The 1990 LRDP EIR incorporated components of the program as mitigation measures and proposed a substantial expansion of on-campus housing to further reduce student commute trips. Over time, the components of the TDM program have changed, as the campus strives to identify cost-effective strategies to reduce campus trip generation and parking demand. Buspool service to remote park-and-ride lots and reduced-price parking lots at the Veterans Affairs property were discontinued due to low demand.

Thus, the University previously operated park-and-ride lots at remote locations (including the Sepulveda Basin in the San Fernando Valley and Alpine Village in Torrance). Those locations were served by a campus-operated bus, which took riders directly to campus. After a trial period, the bus pool program to park-and-ride lots were discontinued due to low participation.

Development of remote park-and-ride lots that would depend upon the use of public transit to shuttle commuters to and from the UCLA campus and would result in the relocation of commute trips from the Westwood area to those streets surrounding the remote parking lots. Although this might reduce on-campus parking demand and reduce vehicular traffic in Westwood, the relocation of those trips to remote locations would increase vehicular traffic in those locations.

In the past, the University made use of parking lots that were under-utilized during weekdays and were located in proximity to freeways, to minimize local traffic impacts. Of the transit lines that provide direct service to the UCLA campus, no lines run adjacent to the I-10 Freeway and only three lines (the SMMBL lines 8 and 12, and the Culver City line 6) run adjacent to the I-405 Freeway, with both SMMBL routes only adjacent to the freeway for short distances (along Sepulveda Boulevard or National Boulevard). Thus, these lines offer limited potential for the establishment of remote park-and-ride lots (basically near the intersection of Sepulveda and National Boulevards, where few vacant or under utilized parcels are located). The Culver City Line 6 runs along Sepulveda Boulevard and may offer a greater potential for park-and-ride locations, however, as noted in the 2002 LRDP Draft EIR (Volume 1, page 4.13-13, the Culver City Line 6 is currently operated above capacity during the A.M. and P.M. peak periods. Thus, in the absence of an increase in service during peak periods, inadequate capacity exists for transit service to remote lots located along Sepulveda Boulevard. Therefore, because of the previous experience with remote park-and-ride lots, and the limited potential for park-and-ride lots with direct transit service to campus, the University considers this concept as infeasible.

It should be noted that the University also operates a vanpool program with approximately 130 vans currently operating. Many of these vans do serve remote park-and-ride lots, established by Caltrans at remote locations. It is also assumed that some number of the 1,000 active carpools may also take advantage of remote park-and-ride lots. Thus, the University has been successful at utilizing park-and-ride lots for small groups (e.g., vanpools and carpools) but has been unsuccessful in attracting larger groups to utilize remote park-and-ride lots.

From: Patlan, Richard
Sent: Tuesday, December 17, 2002 5:32 PM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 10:06AM

Name: Sharpe, Jennifer

Address: English Dept-UCLA

City: Los Angeles

State: CA

ZIP: 90046

Organization:

Phone: 310825-1778

Email: sharpe@ucla.edu

Date Register: Dec 17 2002 10:06AM

Comment: GoBruin should not be discontinued. It is clear from the report by UCLA's Institute of Transportation Studies that it has contributed to significantly decreasing traffic and parking around UCLA.

191-1

Response to Comment Letter 191

E-mail from Jennifer Sharpe, dated December 17, 2002

Response to Comment 191-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Tuesday, December 17, 2002 5:33 PM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 10:50AM
Name: Sheats, Paul
Address: 2850 Woodwardia Drive
City: Los Angeles
State: CA
ZIP: 90077

Organization: UCLA--Engl
Phone: 3104759968
Email: sheats@humnet.ucla.edu
Date Register: Dec 17 2002 10:49AM

Comment: As an Emeritus Professor I strongly support the permanent continuation of the BruinGO program, for both students and faculty/staff. As studies by UCLA's traffic consultant and the Institute of Transportation Studies have shown, BruinGO has had a substantial mitigating impact on campus parking. It also makes plain good sense for the campus community: it is convenient, useful, and effective, and it sends the right message: that UCLA is willing to help the individual commuter.

192-1

Response to Comment Letter 192

E-mail from Paul Sheats, dated December 17, 2002

Response to Comment 192-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Tuesday, December 17, 2002 5:35 PM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 3:04PM
Name: Shel, Tammy
Address: 99999 Missouri Ave.
City: Los angeles
State: CA
ZIP: 90025

Organization: *****
Phone: 333444 4444
Email: shel@cse.ucla.edu

Date Register: Dec 17 2002 3:04PM

Comment: BruinGO saves so much money and time for students who eventually contribute to society. On the one hand we are encouraged to be educated but no one wants to make the efforts to help us. Plus, now the Blue BUs is expensive.

Any such plan, in a city that people are used to cars, need time and patience. Every year more and more people get used to the bus and use it.

BruinGo also helps ecologically. The less people use cars, the better it is.

So, please keep it going.

193-1

Response to Comment Letter 193

E-mail from Tammy Shel, dated December 17, 2002

Response to Comment 193-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPln

From: Patlan, Richard
Sent: Tuesday, December 17, 2002 5:32 PM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 11:22AM
Name: Singh, Charanjeet
Address: 11600 Rochester Avenue
City: Los Angeles
State: CA
ZIP: 90025

Organization:

Phone: 310825-5435
Email: charan@ucla.edu

Date Register: Dec 17 2002 11:22AM

Comment: I have seen the program develop over the years and can unhesitatingly vouch for its success and also for the benefits received through it by all members of the community.

194-1

Response to Comment Letter 194

E-mail from Charanjeet Singh, dated December 17, 2002

Response to Comment 194-I

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Tuesday, December 17, 2002 5:34 PM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 4:03PM
Name: Skierso, Alexandra
Address: 744 North Martel Ave.
City: Los Angeles
State: CA
ZIP: 90046

Organization:
Phone: 310825-1742
Email: askierso@ucla.edu

Date Register: Dec 17 2002 4:03PM

Comment: I'm dismayed that BruinGo is phased to go away. It's a great program. I was only sorry that there wasn't something comparable with the MTA.

195-1

Response to Comment Letter 195

E-mail from Alexandra Skierso, dated December 17, 2002

Response to Comment 195-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Wednesday, December 18, 2002 9:23 AM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 5:38PM
Name: soma, kiran
Address: 1020 6th St, apt. i
City: santa monica
State: CA
ZIP: 90403
Organization: UCLA
Phone: 3108254170
Email: kiran@physci.ucla.edu

Date Register: Dec 17 2002 5:37PM

Comment: As a researcher at UCLA, I have used Bruin Go! on a regular basis for 2 years. Without this program, I would certainly drive to UCLA much more often.

As an intitution of higher learning, UCLA must encourage environmentally-friendly transportation.

MAKE BRUIN GO! A PERMANENT PROGRAM.

Kiran Soma, Ph.D.

196-1

Response to Comment Letter 196

E-mail from Kiran Soma, dated December 17, 2002

Response to Comment 196-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Tuesday, December 17, 2002 5:35 PM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 3:37PM
Name: Stafford, Dylan
Address: 855 Third Street #317
City: Santa Monica
State: CA
ZIP: 90403
Organization: Anderson S
Phone: 310206-3745
Email: dylan.stafford@anderson.ucla.edu
Date Register: Dec 17 2002 3:37PM
Comment: To whom it may concern:

In August, I relocated to Los Angeles to take a role as a new Program Manager at the Anderson School at UCLA. I use BruinGO and the Big Blue Bus to commute 3-4 workdays per week to and from campus.

I do not have a monthly parking pass, and I am in the process of selling my car. I am doing this in no small part because of the poor parking solution here, and because of the incentive of BruinGo. Also, I am saving for my wedding next year, and the low pay scale at a state university makes selling my car necessary.

As a casual observation, there are usually 10-15 BruinGo users on the bus during my commute each way. I use the #1, #2, and #3 bus routes.

Having lived three years in Munich, Germany, without a car while working for a Fortune 25 company and having enjoyed great air quality, I think you have a great incentive in BruinGO, which you should continue and strengthen.

Best regards,

Dylan Stafford
Program Manager, Class of 2004
FEMBA, The Anderson School
310-206-3745

197-1

Response to Comment Letter 197

E-mail from Dylan Stafford, dated December 17, 2002

Response to Comment 197-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Tuesday, December 17, 2002 5:33 PM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 10:23AM
Name: Streeter, Caroline
Address: 2225 Rolfe Hall
City: Los Angeles
State: CA
ZIP: 90095

Organization: UCLA
Phone: 310825-7897
Email: streeter@humnet.ucla.edu

Date Register: Dec 17 2002 10:22AM

Comment: BruinGo should definitely be continued for UCLA faculty, staff and students. The university should be taking the lead in minimizing the impact of drivers and maximizing the use of public transportation, especially in an area that is as congested as Westwood. 198-1

Response to Comment Letter 198

E-mail from Caroline Streeeter, dated December 17, 2002

Response to Comment 198-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPin

From: Patlan, Richard
Sent: Tuesday, December 17, 2002 5:35 PM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 1:41PM

Name: Strumpell, Kent

Address: 6483 Nancy Street

City: Los Angeles

State: CA

ZIP: 90045

Organization: Friends 4

Phone: 310215-0114

Email: kentstrum@aol.com

Date Register: Dec 17 2002 1:39PM

Comment: I strongly encourage the UCLA LRDP to continue the BruinGO program. This innovative, nationally-recognized program has demonstrated success at shifting auto trips to transit, thereby reducing parking demand. We need to encourage every proven tool at our disposal to help alleviate the congestion and parking problems that plague the campus area.

199-1

Response to Comment Letter 199

E-mail from Kent Strumpell, dated December 17, 2002

Response to Comment 199-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPln

From: Patlan, Richard
Sent: Tuesday, December 17, 2002 5:33 PM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 2:28PM
Name: Suzuki, Shizuka
Address: 6265 Bunche Hall
City: LA
State: CA
ZIP: 90095

Organization: History
Phone: 310825-2607
Email: shizuka@ssc.ucla.edu

Date Register: Dec 17 2002 2:28PM

Comment: BruinGo should be kept - I know as a student this provided me with an incentive alternative to driving to campus and as a staff member on days I cannot drive, this has been an asset and a plus to working for UCLA.

200-1

Response to Comment Letter 200

E-mail from Shizuka Suzuki, dated December 17, 2002

Response to Comment 200-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPin

From: Patlan, Richard
Sent: Tuesday, December 17, 2002 5:32 PM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 9:24AM

Name: Ta, Anh

Address: B303 Murphy Hall

City: Los Angeles

State: CA

ZIP: 90095

Organization: Student Ac

Phone: 310206-1466

Email: ata@finance.ucla.edu

Date Register: Dec 17 2002 9:24AM

Comment: I do not drive now because of the convenience of the Bruingo program. I love not having to deal with parking everyday and the reduction in stress from not having to deal with traffic makes me so much more appreciative of the Bruingo program. This program should be permanent. I actually hoped to see Bruingo expand to include MTA. To hear that Bruingo is in jeopardy of not being permanent is alarming. This is one of the best urban plans to come along in LA since Mulholland brought water to this desert valley.

201-1

Response to Comment Letter 201

E-mail from Anh Ta, dated December 17, 2002

Response to Comment 201-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Tuesday, December 17, 2002 5:35 PM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 2:36PM
Name: Telles, Edward
Address: 1362 Woodruff
City: Los Angeles
State: CA
ZIP: 90024

Organization:
Phone: 310206-2918
Email: telles@soc.ucla.edu

Date Register: Dec 17 2002 2:36PM

Comment: BruinGo should be continued and made permanent. Research conducted thus far demonstrates its effectiveness and to discontinue it sends the wrong signals to those who have decided to use public transportation and those that are considering it. More importantly, it represents a disregard by UCLA for its environment.

202-1

Response to Comment Letter 202

E-mail from Edward Telles, dated December 17, 2002

Response to Comment 202-I

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Tuesday, December 17, 2002 5:36 PM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 4:57PM
 Name: Thatcher, Diana
 Address: 1130 Ninth St., #7
 City: Santa Monica
 State: CA
 ZIP: 90403

Organization: UCLA, Dept
 Phone: 310794-2706
 Email: thatcher@ucla.edu

Date Register: Dec 17 2002 4:56PM

Comment: I have been taking the Blue Bus exclusively to work at UCLA since March 2002. My co-workers who continue to drive, (many of those in my office try to commute via the bus), are continually complaining about the problems of getting parking if they happen to come in late. I am not at all surprised, especially since the Fall 2002 quarter began. I have noticed a significant increase of bus ridership. I suspect that this is due to the increased enrollment and lack of campus parking. If the BruinGo program were discontinued, it would compound an already serious problem with UCLA parking.

203-1

I strongly urge you to make BruinGo a permanent program.

Thank you,

Diana Thatcher

Response to Comment Letter 203

E-mail from Diana Thatcher, dated December 17, 2002

Response to Comment 203-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Wednesday, December 18, 2002 9:26 AM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 18 2002 8:13AM
Name: Thompson, Clark
Address: 736 East Kensington Road
City: Los Angeles
State: CA
ZIP: 90026
Organization: UCLA Libra
Phone:
Email: crt@library.ucla.edu
Date Register: Dec 18 2002 8:12AM

Comment: It is inconceivable that BruinGo! should not be continued, and even expanded. Parking at UCLA, traffic in Los Angeles, and the load of pollutants from automobile traffic are all of nightmarish proportions. It may not garner revenues for the University in the short term, but BruinGo! is quite simply the best thing UCLA has done for the UCLA community and for the environment.

204-1

Response to Comment Letter 204

E-mail from Clark Thompson, dated December 18, 2002

Response to Comment 204-I

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Tuesday, December 17, 2002 5:35 PM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 3:41PM
Name: Thorson, Carla
Address: 834 4th Street #207
City: Santa Monica
State: CA
ZIP: 90403

Organization:
Phone: 310395-4003
Email: cthorson@ucla.edu

Date Register: Dec 17 2002 3:40PM

Comment: Bruin Go is an excellent program.

I have been a bus rider to campus for many years, and the number of people using the Blue Bus has increased exponentially with this program. It is completely shortsighted to argue that it provides no benefit and does not reduce parking. It may reduce your revenues from parking but it certainly is a benefit for people commuting to campus.

I for one support it, and the university should be promoting alternative transportation.
It takes years to change people's habits

205-I

Response to Comment Letter 205

E-mail from Carla Thorson, dated December 17, 2002

Response to Comment 205-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
 Sent: Tuesday, December 17, 2002 5:35 PM
 To: EnvPln
 Cc: Mills, Stephen
 Subject: New comment on EIR website:

Datetime: Dec 17 2002 3:07PM
 Name: Treantafelles, Theodore
 Address: 110 Westwood Plaza
 City: Los Angeles
 State: CA
 ZIP: 90095-1481
 Organization: The Anders
 Phone: 310825-2502
 Email: ttreanta@anderson.ucla.edu
 Date Register: Dec 17 2002 3:05PM

Comment: The cancellation of BruinGo would be a tremendous blow for us all. I have seen how many staff and students use this and it seems to more than make up for the congestion and wasted time those additional cars would have caused on campus. In addition, this is the least the the campus can do since it charges its own employees on average \$50/month for parking (only to be stack parked half the time and stuck on campus at lunch because of it). Those of us who do not get paid enough to pay for that extravagance are forced to take the bus.

206-1

I also think it speaks volumes how you have buried this comment ability, have not advertised it any way, made the deadline during Winter Break and require registration to comment. You could not possibly have made this less convenient unless you charged money for comment.

206-2

Response to Comment Letter 206

E-mail from Theodore Treantafelles, dated December 17, 2002

Response to Comment 206-1

As noted in Table 4.13-5 (Current [Fall Quarter 2001] On-Campus Parking Inventory) of the 2002 LRDP Draft EIR (Volume 1, page 4.13-19), the current parking inventory includes approximately 1,310 stack parking spaces. The 2002 LRDP Draft EIR also noted (Volume 1, page 4.13-89):

Upon the completion of the Westwood Replacement Hospital, the Southwest Campus Housing and Parking, and the Intramural Field Parking Structure projects (which have been previously approved and/or are under construction and would add approximately 3,552 spaces), and the reduction of stack parking to approximately 597 spaces, the inventory would be maintained at or below the 25,169-space limit adopted in the 1990 LRDP.

Thus, utilization of stack parking is anticipated to decline with implementation of the 2002 LRDP.

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

Response to Comment 206-2

Under CEQA, the Lead Agency is required to provide public notice of the draft EIR. Notice shall be provided to all organizations and individuals who have previously requested such notification. Notice shall also be given via publication of notification in a newspaper of general circulation in the area affected by the project, posting of the notification on and off the project site, and/or direct mailing to the owners and occupants of property directly contiguous to the parcel or parcels on which the project is located. See *CEQA Guidelines* Section 15087 (Public Review of Draft EIR). The availability of the document and notice of public hearing was publicized in the *Los Angeles Times* on Sunday November 3, 2002, and *UCLA Daily Bruin* on Monday November 4, 2002, and on the Web beginning October 31, 2002. Neither the *CEQA Guidelines* nor the *University of California CEQA Handbook* requires specific notification to each University student, and the University complied with CEQA requirements in providing public notice of the availability of the 2002 LRDP Draft EIR.

While it is not required nor is it feasible to notify every UCLA student of the status of the environmental review process for individual campus projects, all information pertaining to environmental review is available online at <http://www.capital.ucla.edu>, or by calling the UCLA Capital Programs office. Information available on the website includes the environmental review timeline and copies of all applicable documents (e.g., 2002 LRDP Draft EIR, Notice of Preparation, Community Meeting Notice, etc.). Locations of hard copies of the documents are also provided on the website along with a map of these locations. Individuals interested in campus planning efforts and environmental review of specific projects may obtain up to date information from the above-referenced website.

The comment period began well before the start of final examinations, and continued for over a week after the conclusion of final examinations, allowing students, faculty, staff, and other interested parties ample opportunity to review and comment upon the 2002 LRDP Draft EIR without impacting academic priorities. Further, the 50-day review period for the 2002 LRDP Draft EIR exceeded the 45-day review period required under CEQA.

Refer also to Topical Response E (Opportunity to Submit Public Comments) for a discussion of the adequacy of the public review period.

The University offered commenters five different ways to submit comments:

1. Submitting written comments via standard mail
2. Submitting written comments via e-mail
3. Submitting written comments via facsimile
4. Commenting in person at the public hearing held on November 20, 2002
5. Commenting online by clicking on the project document name at <http://www.capital.ucla.edu/> and following the instructions

These varied ways to provide comments were also intended to increase convenience for those wishing to comment. Only one option, the website option, required registration. This was simply for identification purposes of the commenter, as comment letters are organized and identified by the name of the commenter. Additionally, the registration process asked for an e-mail address, which provided a vehicle for the University to contact the commenter should this be necessary. The registration process for the website served the same purpose as a name and address on a written letter.

EnvPin

From: Patlan, Richard
Sent: Wednesday, December 18, 2002 9:23 AM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 6:28PM

Name: Tripathi, Arun

Address: 1812 Corinth Ave #6

City: Los Angeles

State: CA

ZIP: 90025

Organization: UCLA

Phone: 3108251902

Email: arun@physics.ucla.edu

Date Register: Dec 17 2002 6:28PM

Comment: I have found BruinGo to be a very useful service and use it all the time. Before this service started, I used to drive to the campus, and parking was a nightmare. Sometimes I would have to spend over half hour to find parking despite having the permit. I think BruinGo must continue. 207-1

Response to Comment Letter 207

E-mail from Arun Tripathi, dated December 17, 2002

Response to Comment 207-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Tuesday, December 17, 2002 5:35 PM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 3:18PM

Name: Truong, Minh

Address: 660 Veteran Ave #107

City: Los Angeles

State: CA

ZIP: 90024

Organization:

Phone:

Email: deedlit@ucla.edu

Date Register: Dec 17 2002 3:17PM

Comment: The Bruin-Go Program is a very integral part of my life here at UCLA. It allows me to travel places where I would have otherwise used a car. I believe it is a very important program to allow students to travel around the UCLA area. My experiences at UCLA would not have been as great if the Bruin-Go program did not exist. I strongly disagree to discontinue the Bruin0Go program.

208-1

Minh

Response to Comment Letter 208

E-mail from Minh Truong, dated December 17, 2002

Response to Comment 208-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Tuesday, December 17, 2002 5:31 PM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 8:15AM

Name: Vargas, Greg

Address: Virginia Ave

City: Santa Monica

State: CA

ZIP: 90404

Organization:

Phone:

Email: gvargas@unex.ucla.edu

Date Register: Dec 17 2002 8:15AM

Comment: BruinGo has been a great service to those who use it. I am requesting that it be recommended that UCLA should make BruinGO permanent. I, for one, drive to campus much less. As more people use this service, including the many people I have talked to, traffic congestion will be decreased.

209-1

Thank you.

Response to Comment Letter 209

E-mail from Greg Vargas, dated December 17, 2002

Response to Comment 209-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Tuesday, December 17, 2002 5:36 PM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 4:23PM
Name: Velasco, Josette
Address: 1844 Butler Ave., Apt. 10
City: Los Angeles
State: CA
ZIP: 90025

Organization:
Phone: 310477-5845
Email: josette@ucla.edu

Date Register: Dec 17 2002 4:22PM
Comment: To whom it may concern:

I would just like to state my strong protest against any action that would alter or eliminate the current BruinGo program. It is the saving grace of the current UCLA transportation/parking policy. I do not know what it takes to get approved for a parking permit, but I was not approved for the fall quarter. Luckily, I did not live far from a Blue Bus route. This is my only feasible means of transportation to the university. I view the BruinGo program as one of the better policies of the universities in terms of its benefits to the students and others in the community. I chose not to reapply for a parking permit for the next quarter because of BruinGo. In terms of it not decreasing the demand for parking, I do not have the hard numbers but, I know the real world occurrence and that is that BruinGo does decrease the demand.

210-1

I plead and urge the committee or board that will be judging the merits of the BruinGo program to consider the detrimental costs it will place on the student population if this program were to be eliminated.

Thank you for your time.

Regards,

Josette Velasco

Response to Comment Letter 210

E-mail from Josette Velasco, dated December 17, 2002

Response to Comment 210-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Wednesday, December 18, 2002 9:25 AM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 11:22PM

Name: Vergara, Camille
Address: 423 Kelton apt 303
City: Los Angeles
State: CA
ZIP: 90024

Organization:

Phone:

Email: kameeley@ucla.edu

Date Register: Dec 17 2002 11:21PM

Comment: I really like BruinGo and I think it should be made permanent. It makes traveling within the area easier. I volunteer and bruingo helps me cut down on expenses I would incur from traveling to my volunteer destination. All my friends south of wilshire depend on BruinGo a lot more than I do. That is why I want it permanent. In the event that I move south of wilshire next year, I want to know I will have the convenience of BruinGo.

211-1

Response to Comment Letter 211

E-mail from Camille Vergara, dated December 17, 2002

Response to Comment 211-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPln

From: Patlan, Richard
Sent: Wednesday, December 18, 2002 9:26 AM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 18 2002 7:48AM
Name: von Hungen, Rita
Address: 1663 Veteran Ave. #104
City: Los Angeles
State: CA
ZIP: 90024

Organization: none
Phone: 310825172751727
Email: rvonhungen@mednet.ucla.edu

Date Register: Dec 18 2002 7:47AM

Comment: BruinGo has gotten me out of my car and into the bus. As one of the lower paid employees, it has allowed me to keep working at UCLA. I think it is very cost-effective to the university to fund BruinGo, since salaries have been so constrained recently. It is also good for the city and for the environment to keep so many cars off the road. It's hard to think of a more positive program from the university and losing it would hit many lower paid workers and students hard.

212-1

Response to Comment Letter 212

E-mail from Rita von Hungen, dated December 18, 2002

Response to Comment 212-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Tuesday, December 17, 2002 5:35 PM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 1:48PM

Name: von Stein, Jana
Address: 9800 National Boulevard #10
City: Los Angeles
State: CA
ZIP: 90034

Organization: Department

Phone:

Email: jvonstei@ucla.edu

Date Register: Dec 17 2002 1:48PM

Comment: I am writing to express my extreme disappointment that UCLA's proposed Long Range Development Plan recommends that the BruinGO program should not be continued for faculty and staff and, even worse, that it makes NO REFERENCE to students, the largest users of the BruinGo program. The EIR's rejection of BruinGO as a traffic mitigation measure is completely at odds with the evaluations of BruinGO conducted by your traffic consultant and by UCLA's Institute of Transportation Studies.

213-1

BruinGO should be made permanent for all full-time students, faculty and staff. This program is good for the parking problem, it is good for the environment, and it is good for UCLA students, faculty and staff. Please continue the BruinGo program and make it permanent.

Response to Comment Letter 213

E-mail from Jana von Stein, dated December 17, 2002

Response to Comment 213-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Tuesday, December 17, 2002 5:32 PM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 8:56AM

Name: Vyas, Nisha

Address: 3662 Midvale #19

City: Los Angeles

State: CA

ZIP: 90034

Organization:

Phone:

Email: vyas@2003.law.ucla.edu

Date Register: Dec 17 2002 8:55AM

Comment: BruinGo should be continued indefinitely.

The EIR's rejection of BruinGO as a traffic mitigation measure is completely at odds with the evaluations of BruinGO conducted by UCLA's traffic consultant and by UCLA's Institute of Transportation Studies. These evaluations found that faculty/staff transit ridership for commuting to campus increased by 134 percent, and solo driving decreased by 9 percent during BruinGO's first year. Students' transit ridership for commuting to campus increased by 43 percent, and solo driving decreased by 33 percent. Nevertheless, the EIR recommends that BruinGO should not be continued for faculty and staff, and it does not even mention the option of continuing BruinGO for students.

214-1

Response to Comment Letter 214

E-mail from Nisha Vyas, dated December 17, 2002

Response to Comment 214-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Wednesday, December 18, 2002 9:25 AM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 9:32PM
Name: Wadewitz, Lissa
Address: 1549 S. Dunsmuir Avenue
City: Los Angeles
State: CA
ZIP: 90019

Organization: UCLA Gradu
Phone: 323937-2065
Email: wadewitz@ucla.edu

Date Register: Dec 17 2002 9:32PM

Comment: I am writing in support of the BruinGo program. The limited scope of your Environmental Impact Report raises significant doubts and questions about your recommendation to end this very important program. Your EIR does not take in all of the effects of the BruinGo program, in particular, the effects on student ridership. Other studies done on the success of this program attest to significant increases in bus ridership among the student population, and support the belief that these numbers will only increase in the future.

Please consider all of the facts before making this decision. Only increasing parking or parking prices will not help with traffic congestion or the air quality issues that accompany increased numbers of cars on the road. We need other, environmentally viable solutions, and BruinGo is a step in the right direction.

215-1

Sincerely,
Lissa Wadewitz
Ph.D. Candidate
UCLA History Department

Response to Comment Letter 215

E-mail from Lissa Wadewitz, dated December 17, 2002

Response to Comment 215-1

This comment does not clarify how the analysis in the 2002 LRDP Draft EIR only addressed a limited scope, since the project analyzed in the EIR was the implementation of the 2002 LRDP and the 2002 LRDP Draft EIR addressed a complete range of environmental topics. Refer also to Topical Response A (BruinGo Program) for a discussion of the BruinGo program, which clarified that the 2002 LRDP Draft EIR did not reach any recommendation regarding the future of the program. Further, as noted in Topical Response A, any future determination concerning the fate of the program should be based upon experience during the entire three-year pilot program. Current trip generation rates used in the 2002 LRDP Draft EIR were based upon counts performed in 2001, and thus do reflect the effect of public transit ridership by students while the BruinGo pilot program was in effect.

From: Patlan, Richard
Sent: Tuesday, December 17, 2002 5:32 PM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 9:19AM
Name: Walsh, Tom
Address: 1015 Gayley Ave. #115
City: Los Angeles
State: CA
ZIP: 91506

Organization: UPTE
Phone: 310443-5484
Email: uptela@netwood.net
Date Register: Dec 17 2002 9:18AM
Comment: To all interested parties,

Please not only continue the BruinGo program, but make it permanent. It should also be expanded to the Culver City, MTA, Santa Clarita, LA DOT bus lines and any other bus lines serving the Westwood area.

It would not only serve the members of UPTE, one of the unions on campus, but it helps every staff person, student and West LA resident and the enviroment by keeping vehicles off the road.

Tom Walsh
UPTE-UCLA Office Manager

216-1

Response to Comment Letter 216

E-mail from Tom Walsh, dated December 17, 2002

Response to Comment 216-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Tuesday, December 17, 2002 5:26 PM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 5:19PM
Name: Wank, Brian
Address: 225 S. Arnaz Dr. Apt. B
City: Beverly Hills
State: CA
ZIP: 90211

Organization:
Phone:
Email: brian_wank@hotmail.com

Date Register: Dec 17 2002 5:18PM

Comment: I think that your report should have recommended the continuance of BruinGo. I have used it nearly every day since enrolling at UCLA, and given the problems with parking of campus, it is absolutely necessary. It should be continued.

217-1

Response to Comment Letter 217

E-mail from Brian Wank, dated December 17, 2002

Response to Comment 217-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Tuesday, December 17, 2002 5:32 PM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 10:22AM

Name: Wang, Tao-yi

Address: 3340 Sawtelle Blvd Apt 106

City: Los Angeles

State: CA

ZIP: 90066

Organization: Dep. of Ec

Phone: 310398-9225

Email: josephw@ucla.edu

Date Register: Dec 17 2002 10:22AM

Comment: The EIR states that implementation of the Development Plan will substantially increase traffic congestion and vehicle emissions in Westwood. The EIR also states that continuing BruinGO is not a feasible strategy to mitigate these impacts: "Transit subsidies for faculty and staff have previously been evaluated and have not been recommended because of the limited potential to reduce total parking demand." (page 4.13-47).

However, according to the evaluations of BruinGO conducted by your traffic consultant and by UCLA's Institute of Transportation Studies,

The number of faculty/staff solo drivers to campus fell 9 percent among those who live inside the Blue Bus service area. If parking demand are to rise substantially, I do not see why a 9% decrease is a "limited potential"?

In fact, since transportation choices are mostly long term, the uncertainty of BruinGo! would actually discourage students and faculty to use it as a primary method of transportation. Hence, if BruinGo! is made permanent, such reduction of parking space should be even more significant. I personally learned that BruinGo! would be effective for the following school year only one week AFTER I bought my car, but I could not reverse my choice.

Finally, it is odd that the EIR never even mentions BruinGo! as a possible solution to transportation problems. I thought the EIR should consider every possible alternative.

218-1

Response to Comment Letter 218

E-mail from Tao-Yi Wang, dated December 17, 2002

Response to Comment 218-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Tuesday, December 17, 2002 5:32 PM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 9:34AM

Name: Washburn, Kathleen

Address: 3008 Steiner Ave.

City: Santa Monica

State: CA

ZIP: 90405

Organization: Dept. of E

Phone: 310581-5544

Email: kgwashburn@hotmail.com

Date Register: Dec 17 2002 9:34AM

Comment: I am dumbfounded by any suggestion that the BruinGo program does not result in a significant increase in transit ridership and a related decline in parking lot demand on campus. I moved to Los Angeles last year to attend graduate school and was so impressed by the BruinGo program that I made housing choices according to proximity to bus stops. I use the bus every weekday for school, and about once a month to and from LAX. Certainly the argument could be made that students like myself would continue to use public transit even if subsidized rates were not available, but I disagree. In my case, I have a reliable car that I bought for LA's driving lifestyle—my previous car was too slow and too small for driving on freeways comfortably—but rarely drive. The \$1.50/day for bus fare would cost less than an annual parking permit, but I would probably opt for driving to school (and parking at school) if the the BruinGo program were not available. After all, the bus is not always the most convenient choice in terms of time and scheduling, but I make that choice because of the financial savings and the environmental benefits of bus ridership. LA is particularly expensive on a graduate student budget, and the BruinGo program seems like one of the major benefits UCLA offers students in terms of coping with city traffic and costs. If the program goes, I'd opt to pay the extra money for parking and alter my schedule to get to school even earlier (to beat traffic, of course). With little incentive to ride the bus, I'd just as soon take my car, so please be prepared for an onslaught of parking permit applications.

219-1

Response to Comment Letter 219

E-mail from Kathleen Washburn, dated December 17, 2002

Response to Comment 219-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Wednesday, December 18, 2002 9:27 AM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 18 2002 8:52AM

Name: Weiner, Michael

Address: 3532 Jasmine Ave. #6

City: Los Angeles

State: CA

ZIP: 90034

Organization:

Phone: 310839-9873

Email: weiner2005@student.law.ucla.edu

Date Register: Dec 18 2002 8:51AM

Comment: I am aware that the recently completed Environmental Impact Report suggests abolishing the BruinGo! program. As a student who takes advantage of the program, I believe ending it would be a mistake. BruinGo! is consistent with UCLA's public service mission, so often paid lip service by the leadership of this university yet so rarely taken seriously by the same people. Those in Transportation Services who argue that the program is too expensive and unsuccessful should give BruinGo! a chance to become more established in the campus culture. Three years is not long enough to give up on an innovative program like this.

220-1

Response to Comment Letter 220

E-mail from Michael Weiner, dated December 18, 2002

Response to Comment 220-I

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Wednesday, December 18, 2002 9:24 AM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 18 2002 12:07AM

Name: weston, ben

Address: 1742 s. barrington

City: los angeles

State: CA

ZIP: ca

Organization: uclaw

Phone:

Email: weston2005@student.law.ucla.edu

Date Register: Dec 18 2002 12:06AM

Comment: the briungo program is one of the most phenomenally successful environmentally conscious programs i have ever encountered. i use it at least twice a day ...

221-1

Response to Comment Letter 221

E-mail from Ben Weston, dated December 18, 2002

Response to Comment 221-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Tuesday, December 17, 2002 5:36 PM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 5:01PM
Name: Wich, Katherine
Address: 2822 S. Westgate Ave
City: Los Angeles
State: CA
ZIP: 90064

Organization:
Phone:
Email: wich@2003.law.ucla.edu
Date Register: Dec 17 2002 5:01PM

Comment: Every year I have submitted comments regarding Bruin Go and even though I will be graduating this year, I wanted to do it again just to reiterate that this is an essential program at UCLA and must be maintained. The parking situation at UCLA is notoriously bad and as an off campus graduate student getting parking is not guaranteed, nor is it very likely anymore. Furthermore, it is extremely expensive and puts most people outside the budget allotted them by financial aid. The BruinGo program helps alleviate this heavy burden by encouraging students to take the bus instead of a car and by rewarding them by paying for the bus. While some may say that the price of the bus isn't very much and it doesn't need to be free, this isn't true. The bus presents many inconveniences that driving does not. Therefore an incentive UCLA must maintain the program. Just knowing that its free helps substantially to alleviate the burdens of taking the bus. Furthermore, UCLA must recognize the large burdens placed on student to travel to school from off campus and provide for alternatives. Keeping BruinGo is precisely the way to do this and UCLA would be remiss to let this program go. I take the bus everyday unless I am able to carpool with someone else at school. I would not take the bus if it were not free, and I haven't taken the bus, i.e. in the beginning of school when the semester begins but the quarter system hasn't begun and BruinGo is not yet running. During that period I will either get a temporary parking pass or pay for parking. UCLA has a major parking problem and BruinGo must be maintained in order to help students and show that UCLA takes care of us.

222-1

Response to Comment Letter 222

E-mail from Katherine Wich, dated December 17, 2002

Response to Comment 222-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Wednesday, December 18, 2002 9:26 AM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 10:44PM

Name: Wilkes, Rachel

Address: 1547 Veteran Ave

City: Los Angeles

State: CA

ZIP: 90024

Organization:

Phone: 310478-5173

Email: wilkes2005@student.law.ucla.edu

Date Register: Dec 17 2002 10:44PM

Comment: PLEASE don't get rid of BRUINGO for students! It is hard for all us grad students who live too close to get parking permits, or just can't afford the \$600 a year. The bus is so convenient, not to mention environmentally sound. At least 60% of my friends take the bus. Please consider this suggestion.

223-1

Response to Comment Letter 223

E-mail from Rachel Wilkes, dated December 17, 2002

Response to Comment 223-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Tuesday, December 17, 2002 5:32 PM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 10:06AM
Name: Williams, Katherine
Address: 2337 Oak St #4
City: Santa Monica
State: CA
ZIP: 90405

Organization:
Phone: 310267-0138
Email: kathywms@ucla.edu

Date Register: Dec 17 2002 10:06AM

Comment: I am writing to support the continuation of the BruinGO program. I am among those commuters with parking permits occasionally ride the bus.

The EIR's rejection of BruinGO as a traffic mitigation measure is completely at odds with the evaluations of BruinGO conducted by your traffic consultant and by UCLA's Institute of Transportation Studies.

Despite the large increases in bus ridership and declines in solo driving after BruinGO began, the EIR dismisses the option of continuing BruinGO. I urge a review of the Dec. 16 letter to Mr. Curtis Zacuto at UCLA Capital Programs, written by Dr. Donald C. Shoup, Professor of Urban Planning. His comments seem perfectly reasonable to me.

Yours sincerely,

Katherine Williams

224-1

Response to Comment Letter 224

E-mail from Katherine Williams, dated December 17, 2002

Response to Comment 224-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPin

From: Patlan, Richard
Sent: Tuesday, December 17, 2002 5:31 PM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 8:06AM
Name: Wilson, Stephen
Address: 3562 Vinton Ave, Apt. 2
City: Los Angeles
State: CA
ZIP: 90034

Organization:
Phone:
Email: stephenw@ucla.edu

Date Register: Dec 17 2002 8:06AM

Comment: I am writing to urge you to consider making BruinGo permanent for students, staff and faculty. Studies by UCLA's traffic consultant and by UCLA's Institute of Transportation Studies show that BruinGO has been effective in increasing transit use and decreasing private vehicle use. As you are no doubt aware, the parking situation at UCLA is very difficult. Despite the fact that my commute by bus is close to an hour, I have been refused a parking permit when I have applied. I believe that cancelling BruinGO will only make the problems worse.

225-1

Response to Comment Letter 225

E-mail from Stephen Wilson, dated December 17, 2002

Response to Comment 225-I

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Wednesday, December 18, 2002 9:24 AM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 7:33PM

Name: Wind, Sundari

Address: 2435 31st St

City: Santa Monica

State: CA

ZIP: 90405

Organization: Law School

Phone: 3100000000000

Email: wind@2004.law.ucla.edu

Date Register: Dec 17 2002 7:32PM

Comment: I have been carpooling and will carpool again next semester, but a VERY integral part of our carpool is BruinGo. It allows us to carpool to school and bus it home and vice versa. If this option for flexibility of transit was taken away it would make carpoolin much more difficult. The fact that BruinGo is free for students is a huge incentive to take the bus.

226-1

Response to Comment Letter 226

E-mail from Sundari Wind, dated December 17, 2002

Response to Comment 226-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Tuesday, December 17, 2002 5:34 PM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 1:46PM

Name: Wu, Sheng

Address: 2639 S. Bentley Ave

City: LA

State: CA

ZIP: 90064

Organization: Public Pol

Phone:

Email: shwu@ucla.edu

Date Register: Dec 17 2002 1:46PM

Comment: Please recommend making BruinGo permanent as a way to mitigate UCLA's traffic generation. We, members in the UCLA community, need BruinGo program on the Long Range Development Plan.

227-1

Response to Comment Letter 227

E-mail from Sheng Wu, dated December 17, 2002

Response to Comment 227-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Tuesday, December 17, 2002 5:33 PM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 11:27AM
Name: Wu, Shinn
Address: 451 Rosemarie Dr
City: Arcadia
State: CA
ZIP: 91007
Organization: SSC
Phone: 3108254001
Email: shinn@ssc.ucla.edu
Date Register: Dec 17 2002 11:27AM

Comment: I am a staff working in UCLA as shown below. I lived in Arcadia and I carpool most the of time. I had to take buses once in a while and I noticed some kind of abuse behavior of BruinGo. Some students just took advantage of that well thought program and took Big Blus Bus as 'second shuttle'. I took bus home one day boarding from UCLA transit center and saw a lot of students got on and off the bus just for one or two stops. When I carpooled, I always saw some students waiting for BBB stop at Le Conte and Higarad (their destinations were at most 2-3 stops away). I never saw anyone who would shed away \$0.75 during the summer (because there was no BruinGo) for such a short distance travel. To be fair, I love the program but don't want my parking fee to support this program.

228-1

Response to Comment Letter 228

E-mail from Shinn Wu, dated December 17, 2002

Response to Comment 228-1

This comment is acknowledged. Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Wednesday, December 18, 2002 9:25 AM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 9:55PM
Name: Yamauchi, Chikako
Address: 1608 Brockton Ave. #6
City: Los Angeles
State: CA
ZIP: 90025

Organization: UCLA
Phone:
Email: cyamauch@hotmail.com
Date Register: Dec 17 2002 9:55PM

Comment: I would like to recommend that BruinGo should be continued based on the following two reasons; (1) the evaluations of BruinGO conducted by UCLA's traffic consultant and by UCLA's Institute of Transportation Studies seem to suggest that its continuation would reduce UCLA's parking demand. (2) an increase in fee for a ride of the Big Blue Bus made the difference smaller in costs between taking a bus and driving one's own car, which must have increased the parking demand without the BruinGo. If it is discontinued, I am afraid that the increased potential demand would reveal itself.

229-1

Thank you.

Response to Comment Letter 229

E-mail from Chikako Yamauchi, dated December 17, 2002

Response to Comment 229-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Tuesday, December 17, 2002 5:33 PM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 11:38AM

Name: Yaquian, Rafael
Address: 5962 San Vicente
City: Los Angeles
State: CA
ZIP: 90019

Organization:

Phone:
Email: rafa@ucla.edu

Date Register: Dec 17 2002 11:38AM

Comment: Keep BruinGO! It is an effective program that has had a positive impact on the transportation problems on and around campus!

230-1

Response to Comment Letter 230

E-mail from Rafael Yaquian, dated December 17, 2002

Response to Comment 230-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Wednesday, December 18, 2002 9:23 AM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 7:16PM

Name: Yarborough, Richard

Address: PO Box 49937

City: Los Angeles

State: CA

ZIP: 90049

Organization: UCLA Depar

Phone: 310825-4173

Email: yarborou@humnet.ucla.edu

Date Register: Dec 17 2002 7:15PM

Comment: Please continue the BruinGO Program. It's an excellent investment of resources and its impact can only increase over time.

231-1

Response to Comment Letter 231

E-mail from Richard Yarborough, dated December 17, 2002

Response to Comment 231-I

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Tuesday, December 17, 2002 5:33 PM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 2:08PM

Name: yi, april

Address: 2461 santa monica blvd. #432

City: santa monica

State: CA

ZIP: 90404

Organization: ucla histo

Phone: 310-206-9796

Email: yi@gseis.ucla.edu

Date Register: Dec 17 2002 2:08PM

Comment: KEEP BRUIN GO!! It is a VALUABLE RESOURCE!!!

232-1

Response to Comment Letter 232

E-mail from April Yi, dated December 17, 2002

Response to Comment 232-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPln

From: Patlan, Richard
Sent: Wednesday, December 18, 2002 9:24 AM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 6:50PM

Name: Young, Josh

Address: 3756 Cardiff Ave 201

City: Los Angeles

State: CA

ZIP: 90034

Organization: UCLA Schoo

Phone: 310204-1851

Email: youngj@ucla.edu

Date Register: Dec 17 2002 6:50PM

Comment: I use BruinGo regularly and find it very helpful. Please do not discontinue it. I think it's important in a place like LA to provide alternative transportation so those of us without cars don't have to feel so much like second-class citizens.

233-1

Response to Comment Letter 233

E-mail from Josh Young, dated December 17, 2002

Response to Comment 233-I

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Tuesday, December 17, 2002 5:34 PM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 12:24PM

Name: yun, joletta

Address: 400 S. Burnside (2C)

City: la

State: CA

ZIP: 90036

Organization:

Phone: 58567

Email: jyun@finance.ucla.edu

Date Register: Dec 17 2002 12:22PM

Comment: I depend soly on public transportation and I was very happy that I don't need to drive to work.

Free "Bruin-Go" was such a generous offer since parking fees are increased \$7 since last two years and we don't even have a salary increase.

I think "Brunin-Go" is definetely helping for STAFFS, FACULTIES AND STUDENTS friendly way to help eliminate heavy traffic in Westwood and especially 405 Freeway.

234-1

Response to Comment Letter 234

E-mail from Joletta Yun, dated December 17, 2002

Response to Comment 234-I

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Wednesday, December 18, 2002 9:25 AM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 17 2002 9:32PM

Name: Zeitlin, Maurice

Address: 12515 Cloud Lane

City: Los Angeles

State: CA

ZIP: 90049-1303

Organization:

Phone: 310825-3968

Email: zeitlin@soc.ucla.edu

Date Register: Dec 17 2002 9:29PM

Comment: I strongly favor the retention of the BruinGo program. Objective analysts evaluate it highly for its alleviation of traffic congestion and pollution in the UCLA district.

235-1

Response to Comment Letter 235

E-mail from Maurice Zeitlin, dated December 17, 2002

Response to Comment 235-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Thursday, December 19, 2002 8:28 AM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 18 2002 9:26AM

Name: Abeyta, Liza

Address: 709-A W. Tichenor

City: Compton

State: CA

ZIP: 90220

Organization: Staff

Phone: 310206-2447

Email: labeyta@saonet.ucla.edu

Date Register: Dec 18 2002 9:25AM

Comment: As a staff member, I feel that BruinGo is a terrific program for both students, faculty and staff. I personally know at least five people who use the service on a regular basis. Although I have not used the service very much this past year except to go to Westwood for lunch or an occasional meeting, I plan to start riding the Blue Bus beginning January 2003. The vans coming from my area are full with a waiting list. I have been driving to work, but now must take the bus to reduce the mileage and wear and tear on my car, and on my nerves as I travel the long haul on the 405 freeway! I am a CUE member and have not received a raise for several years. With the budget predicament we are now facing, and the rise in UCLA's health care, I have been hit with a big fat salary cut!

236-1

Keeping BruinGo free to students, faculty and staff is a low-cost intelligent way for UCLA to "reward" those who use the bus. We are conserving energy, reducing traffic congestion and freeing up parking facilities. Keep BruinGo free for students, faculty and staff!!!

Response to Comment Letter 236

E-mail from Liza Abeyta, dated December 18, 2002

Response to Comment 236-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPin

From: Patlan, Richard
Sent: Thursday, December 19, 2002 1:05 PM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 19 2002 12:35PM

Name: Bachman, Peter

Address: 1514 Yale St. #1

City: Santa Monica

State: CA

ZIP: 90404

Organization: UCLA

Phone:

Email: bachman@psych.ucla.edu

Date Register: Dec 19 2002 12:35PM

Comment: I would like to disagree emphatically with the report's recommendation that the BruinGo plan be discontinued. I am a graduate student here at UCLA, and I believe that the BruinGo program has been essential to my capacity to live here in LA on the relatively small amount of money the University provides for graduate students' cost of living. I know that I speak for at least three other graduate students in my department when I express my very strong belief that the BruinGo program has been -- and would continue to be -- very helpful.

237-1

Response to Comment Letter 237

E-mail from Peter Bachman, dated December 19, 2002

Response to Comment 237-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Thursday, December 19, 2002 8:29 AM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 18 2002 2:42PM

Name: Benitez, Adam

Address: 1106 law building

City: Los angles

State: CA

ZIP: 90095

Organization:

Phone: 310825-182

Email: benitez@law.ucla.edu

Date Register: Dec 18 2002 2:42PM

Comment: I think the buin go program should be continued and should include faculty, staff and students. As a current employee, and a UCLA alumni, I can vouch first hand that bruin go has made an impact in my commuting habit. I currently am a member of a carpool, but on the days when I cannot ride with my car pool, I make use of the bruin go and take the blue bus to campus and back home, instead of using my ride share card and taking up another parking space on campus.

When I was a student, the bruin go program was not available, but I took the blue bus more often then not, since 1) I was not able to obtain a parking permit until my junior year, 2) paying for parking every day would have been out of my budget, and 3) even buy parking does not mean you will be able to easily find a spot. I can remember many times arriving after 10am and having to circle the lot for upto 30 minutes to find parking.

If taking the bus had been made as easy and convinient as the bruin go program makes it, iw ould have continued to take the bus through my senior year.

as a user of the bruin go program, I high recommend that UCLA continue the program and even look in to the possibility of expanding it, to also include the Culver City Green Line and the MTA.

238-1

Response to Comment Letter 238

E-mail from Adam Benitez, dated December 18, 2002

Response to Comment 238-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Thursday, December 19, 2002 8:28 AM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 18 2002 9:35AM
Name: Bledsoe, Joshua
Address: 9915 National Blvd. #206
City: Los Angeles
State: CA
ZIP: 90034

Organization:
Phone:
Email: BLEDSOE@2004.law.ucla.edu

Date Register: Dec 18 2002 9:35AM

Comment: You MUST continue BruinGo. It is a fantastic program and I can personally vouch for the high number of students who ride the Big Blue Buses. I never even applied for a parking permit on campus because of the existence of BruinGo (and I have a car that now isn't polluting/emitting because it stays parked at my apartment). UCLA has an opportunity to be a leader in finding new solutions to traffic and environmental concerns; it should stay the course and continue BruinGo.

239-1

Response to Comment Letter 239

E-mail from Joshua Bledsoe, dated December 18, 2002

Response to Comment 239-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Thursday, December 19, 2002 8:28 AM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 18 2002 9:54AM

Name: Brown, Carlene

Address: B303 Murphy Hall

City: Los Angeles

State: CA

ZIP: 90095

Organization: SAO

Phone: 310825-9194

Email: cabrown@finance.ucla.edu

Date Register: Dec 18 2002 9:53AM

Comment: BruinGo has been very convenient for me that I don't drive to work as much as before. Please consider it as permanent and also during the non-regular school schedules. Thank you

240-1

Response to Comment Letter 240

E-mail from Carlene Brown, dated December 18, 2002

Response to Comment 240-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Thursday, December 19, 2002 8:30 AM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 18 2002 5:59PM

Name: Burns, Marianne

Address: 622 S. Barrington

City: Los Angeles

State: CA

ZIP: 90049

Organization: UCLA

Phone: 310445-0874239

Email: meburns@ucla.edu

Date Register: Dec 17 2002 5:40PM

Comment: BruinGo should continue permanently.

241-1

Response to Comment Letter 241

E-mail from Marianne Burns, dated December 18, 2002

Response to Comment 241-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPin

From: Patlan, Richard
Sent: Thursday, December 19, 2002 8:30 AM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 18 2002 6:11PM

Name: Burns, Marianne

Address: 622 S. Barrington

City: Los Angeles

State: CA

ZIP: 90049

Organization: UCLA

Phone: 310445-0874239

Email: meburns@ucla.edu

Date Register: Dec 17 2002 5:40PM

Comment: BruinGo should could continue for all students, faculty and staff because it is good public policy! Not only does it relieve traffic congestion and pollution, it relieves the stress associated with fighting cars to get to work or school in a timely manner. This in turn increases productivity and success, which is good for UCLA and society alike. Incentives to encourage the use of public transportation are common sense and should be what LA is striving to do. UCLA could be a leader in this regard and set examples for other universities. There are so many benefits to the BruinGo program: decreases cost to students and staff (who are overburdened with loans and debt, especially in this economy), decreases traffic and associated accidents and road rage, fewer car emissions equals a cleaner environment, and good publicity for UCLA. BruinGo is worthwhile and should be permanent!

242-1

Response to Comment Letter 242

E-mail from Marianne Burns, dated December 18, 2002

Response to Comment 242-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPln

From: Patlan, Richard
Sent: Thursday, December 19, 2002 8:29 AM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 18 2002 11:18AM
Name: Carpiac, Maria
Address: 8013 Blackburn Ave. #1
City: Los Angeles
State: CA
ZIP: 90048

Organization: UCLA
Phone: 818486-9147
Email: mcarpiac@ucla.edu
Date Register: Dec 18 2002 11:17AM

Comment: I encourage you to please continue the BruinGo program. Due to the inability to obtain parking this year, I have recently started taking the bus to school. The BruinGo program is a wonderful way to encourage students to try the bus, which, in my opinion, is a much easier and less stressful way to get to school. I would hope that UCLA will continue to support students in whatever ways possible, in light of rising fees and costs of being a student. Thank you.

243-1

Response to Comment Letter 243

E-mail from Maria Carpiac, dated December 18, 2002

Response to Comment 243-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

There is no Letter 244; this was intentionally left blank and maintained for numbering purposes.

EnvPln

From: Patlan, Richard
Sent: Thursday, December 19, 2002 1:05 PM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 19 2002 11:55AM
Name: Chatman, Jason
Address: 9026 1/2 Krueger St
City: Culver City
State: CA
ZIP: 90232

Organization:
Phone:
Email: chatman@ucla.edu

Date Register: Dec 19 2002 11:54AM

Comment: I would like to recommend that UCLA should make BruinGO permanent. I for one have found that this service has been a fantastic service for those of us who live relatively close to campus and would otherwise have driven. Last year rather than drive my roommate and I made it a point to take the bus. This year, though farther away from campus and with a different roommate, the BruinGo service has allowed us to carpool rather than each drive separately. Any decision to cancel this program would be a huge disservice to the UCLA student body, faculty and staff.

245-1

Response to Comment Letter 245

E-mail from Jason Chatman, dated December 19, 2002

Response to Comment 245-I

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPln

From: Patlan, Richard
Sent: Thursday, December 19, 2002 8:30 AM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 18 2002 7:59PM
Name: Chen, Lydia
Address: 1444 Centinela Ave. #5
City: Los Angeles
State: CA
ZIP: 90025

Organization:
Phone:
Email: icewings@ucla.edu

Date Register: Dec 18 2002 7:59PM

Comment: Bruingo is a great program not only because it makes transit convenient for UCLA students/staff, but also because it in fact helps lower environmental risks. Of course parking demand is never going to be reduced because IF people can get parking permits, they'd prefer to drive. But we are talking about a great number of people who end up not getting parking permits and have to take the bus. As long as not too many people don't have parking permits, Bruingo is still a great program. The problem with parking demand wouldn't be such a problem if the parking services limit the amount of parking permits they give out.

246-1

Response to Comment Letter 246

E-mail from Lydia Chen, dated December 18, 2002

Response to Comment 246-I

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPln

From: Patlan, Richard
Sent: Thursday, December 19, 2002 8:30 AM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 18 2002 2:52PM
Name: Cheng, Stephanie
Address: 1609 Veteran Avenue #6
City: Los Angeles
State: CA
ZIP: 90024

Organization:

Phone:

Email: s2cheng@ucla.edu

Date Register: Dec 18 2002 2:51PM

Comment: Dear Sir or Madam:

I and many of my classmates in the Master of Public Policy Program take the Santa Monica bus to school. Please do not abolish BruinGo as it is a service that is needed and very useful for students. If you can not guarantee students parking, then you should not abolish BruinGo! Thank you.

247-1

Response to Comment Letter 247

E-mail from Stephanie Cheng, dated December 18, 2002

Response to Comment 247-I

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Thursday, December 19, 2002 1:05 PM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 19 2002 12:13PM
Name: Cohen, Julia
Address: 4888 Reforma Road
City: Woodland Hills
State: CA
ZIP: 91364

Organization: UCLA Psych
Phone: 818876-0440
Email: jcohen@psych.ucla.edu
Date Register: Dec 19 2002 12:13PM

Comment: Please continue the Bruin Go program. In thirty years, it has been the only program I have seen to ease the ever-increasing traffic glut in the UCLA area. It is not broken; please do not fix it.

248-1

Response to Comment Letter 248

E-mail from Julia Cohen, dated December 19, 2002

Response to Comment 248-I

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Thursday, December 19, 2002 8:29 AM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 18 2002 11:06AM
Name: Corea-London, Blanca
Address: 11960 Eucalyptus Ave "B"
City: Hawthorne
State: CA
ZIP: 90250

Organization:
Phone: 310794-6096
Email: bcorea@mednet.ucla.edu

Date Register: Dec 18 2002 11:05AM

Comment: My comment is in relation to the Bruin Go Program. I would like to see this program to become a permanent feature. It does make a big difference in reducing traffic problems around campus.

249-1

Response to Comment Letter 249

E-mail from Blanca Corea-London, dated December 18, 2002

Response to Comment 249-I

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Thursday, December 19, 2002 1:05 PM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 19 2002 12:32PM
Name: Daugherty, Kurt
Address: 1426 Melnitz Hall
City: Los Angeles
State: CA
ZIP: 90095

Organization:
Phone:
Email: kurtd@tft.ucla.edu

Date Register: Dec 19 2002 12:31PM
Comment: 12/19/2002

To whom it may concern

I am a UCLA staff employee and I am writing to voice my support for the continuation of the Bruin Go bus program. I commute by taking the bus four days a week and use my ride card on the other day to UCLA. If the program is cancelled, due to the fact that because of the economics which would put the cost to me at about \$40 a week if I had to pay for the bus I would revert back to getting a full yellow or blue parking pass to commute to UCLA.

250-I

Thanks for listening
Kurt Daugherty

Response to Comment Letter 250

E-mail from Kurt Daugherty, dated December 19, 2002

Response to Comment 250-I

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Thursday, December 19, 2002 8:28 AM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 18 2002 10:33AM
Name: Davis, Brian
Address: 3732 Westwood Blvd #4
City: Los Angeles
State: CA
ZIP: 90034

Organization: Graduate S
Phone: 3109363540
Email: bdavis1@ucla.edu

Date Register: Dec 18 2002 10:32AM

Comment: I think removing the BruinGo program would be a huge mistake by UCLA. The BruinGo program is the only way I get to and from school. I've applied for parking now every quarter I've been a student at UCLA, receiving it once. I don't know how I'd get to school without this program, and its services. BruinGo is the only outreach I've seen the University and the Transportation Department extend to students, the community and the environment. Cutting it would be a grave mistake.

251-1

Response to Comment Letter 251

E-mail from Brian Davis, dated December 18, 2002

Response to Comment 251-I

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Thursday, December 19, 2002 11:55 AM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 19 2002 11:16AM

Name: Davoudi, Mehrnaz

Address: CHS 26-081

City: Los Angeles

State: CA

ZIP: 90095

Organization: UCLA

Phone: 3102672694

Email: mdavoudi@ucla.edu

Date Register: Dec 19 2002 11:15AM

Comment: I am writing in regards to the BruinGo program. I completely disagree with the Environmental Impact Report's recommendation to discontinue this program. I am a UCLA career staff, live in West Los Angeles, and have been using this program since it's inception. The two main reasons for why I use this program is 1) the UCLA parking permits are ridiculously priced, and 2) I believe it does not make sense to drive one mile to work when you could use public transportation. In support for my second reason, I believe that it is completely absurd to limit UCLA staff choices of transportation to private vehicle when an excellent source of public transportation is available. Public transportation has benefits in terms of environment, congestion, and cost. None of these benefits apply to private transportation.

Discontinuing the BruinGo program is unfair for two main reasons:

- a) First, many people cannot afford UCLA's outrageous parking permit costs. Until UCLA has implemented a progressive program for expanding parking at reasonable prices (and ideally at no cost for staff), it is absurd to discontinue with a program that is alleviating this problem for local residents.
- b) Second, for those that can afford high cost of parking, space is not allocated and many cannot receive parking. This second reason speaks to the fact that even though BruinGo has decreased the space needed, space still remains an issue. Discontinuing this program will again add to an existing space problem.
- c) Third, this program is being overwhelmingly used by UCLA staff and students. In my personal experience, and attesting to the UCLA traffic consultant and Institute of Traffic Studies, the majority of riders whom use my line are UCLA staff and students. There is no doubt in my mind that this program has in fact decreased congestion and improved the environment.

Speaking as a former student, I can attest that providing transportation services for students has the benefit of increasing attendance and performance; one of the main reasons of stress (aside from actual academic work) is and continues to be daily private commute, congestion, and unavailability of parking (even for regular permit holders who still have difficulty finding parking in their allocated lots due to overcrowding).

It is very apparent to many UCLA staff that a decision to discontinue BruinGo is solely based on the need to increase UCLA profits, and is in total disregard for the welfare of staff, students, and/or the environment. This is an offense to many staff who continue to strive and make UCLA an attractive work environment. If for no other reason than the one just mentioned, I strongly urge UCLA administrators to indefinitely continue the BruinGo program.

252-1

Response to Comment Letter 252

E-mail from Mehrnaz Davoudi, dated December 19, 2002

Response to Comment 252-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program. There is no evidence that discontinuation of the BruinGo program would result in the reduction or elimination of public transit service to the UCLA campus. Thus, public transit would remain as a viable alternative to commuting for many faculty, students, and staff.

The cost of parking permits is intended to fully cover the costs of the parking system, including alternative transportation programs. To date, this has included the cost of the BruinGo pilot program. Reducing the cost of parking would encourage additional demand, and would not be fiscally sound, as operational costs and debt obligations of the system must be met. As noted in the 2002 LRPD Draft EIR, the number of on-campus parking spaces has been limited since the 1990 LRDP at 25,169 spaces. There is no evidence that the BruinGo pilot program has materially affected traffic congestion at any of the 58 study intersections analyzed in the 2002 LRDP Draft EIR. The University acknowledges that the continuation of a Transportation Demand Management program can increase convenience for commuters to campus. Since the cost of BruinGo is currently funded by parking revenues, any cost savings that might result from discontinuation of the program would accrue solely to the parking system, which currently funds the alternative transportation programs offered by UCLA.

EnvPin

From: Patlan, Richard
Sent: Thursday, December 19, 2002 8:29 AM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 18 2002 12:13PM
Name: del Pino, Homero
Address: 682 Irolo St. #401
City: Los Angeles
State: CA
ZIP: 90005

Organization:
Phone: 213387 3424
Email: hdp@humnet.ucla.edu

Date Register: Dec 18 2002 12:12PM

Comment: I find it appalling that BruinGo is not being supported despite the reports of the UCLA Transportation Studies department. There has been a measurable decrease in solo drivers and this alone has a positive impact on the environment. I hope you reconsider and continue to support BruinGo.

253-1

Response to Comment Letter 253

E-mail from Homero del Pino, dated December 18, 2002

Response to Comment 253-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPin

From: Patlan, Richard
Sent: Thursday, December 19, 2002 8:30 AM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 18 2002 7:02PM
Name: Del Toro, Karina
Address: 11090 Strathmore Dr #24
City: los angeles
State: CA
ZIP: 90024

Organization:
Phone:
Email: kdeltor@ucla.edu

Date Register: Dec 18 2002 7:02PM

Comment: I urge you to keep the BruinGo running permanently. It is very useful for all of the students and faculty/staff. I use it everyday of the week to go to school and work. I believe it helps alleviate the parking problem, and that if it is discontinued many people would be very upset.

254-1

Thank you
Karina Del Toro

Response to Comment Letter 254

E-mail from Karina Del Toro, dated December 18, 2002

Response to Comment 254-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPln

From: Patlan, Richard
Sent: Thursday, December 19, 2002 8:28 AM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 18 2002 10:46AM
Name: Dennis, Nancy
Address: 6265 Bunche Hall
City: Los Angeles
State: CA
ZIP: 90034
Organization: UCLA
Phone: 310206-9043
Email: dennis@history.ucla.edu
Date Register: Dec 18 2002 10:45AM

Comment: I was disturbed when I read an email stating that the BruinGo was to be discontinued. Although I don't use it all of the time, it is very helpful to know that there is an alternative for those of us who too close to the the University to vanpool yet don't want to drive all the time (adding to the parking/traffic crunch). I hope you will reconsider including this program. UCLA keeps building but not adding to the parking situation. We need these types of alternate transportation to offset the continual loss of parking and reduce the congestion in and around Westwood.

255-1

Response to Comment Letter 255

E-mail from Nancy Dennis, dated December 18, 2002

Response to Comment 255-1

As discussed in the 2002 LRDP Draft EIR (Volume 1, page 4.13-89):

UCLA currently maintains an on-campus parking space inventory of 22,330 spaces (including 1,310 stack spaces). Upon the completion of the Westwood Replacement Hospital, the Southwest Campus Housing and Parking, and the Intramural Field Parking Structure projects (which have been previously approved and/or are under construction and would add approximately 3,552 spaces), and the reduction of stack parking to approximately 597 spaces, the inventory would be maintained at or below the 25,169-space limit adopted in the 1990 LRDP. As required by PP 4.13-1(b), the parking space cap would be maintained under the 2002 LRDP.

Refer also to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Thursday, December 19, 2002 11:55 AM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 19 2002 10:02AM

Name: Dia, Ederlyn

Address: 1316 S. Carmelina Ave. #6

City: Los Angeles

State: CA

ZIP: 90025

Organization:

Phone:

Email: edia@mednet.ucla.edu

Date Register: Dec 19 2002 10:02AM

Comment: Hi,

I am currently employed here at ucla as an SRA-1. Living closeby, it is really convenient to have the free blue bus option. it eliminates the need to acquire parking that may not always be available. i also do not like dealing with stacked parking which was one of the solutions ucla parking services have come up with in order to "increase" available parking. my problem with this is that you just can never trust any one else to drive your car. also, the blue bus runs everywhere within the ucla vicinity, which is ideal. you can go to the mall, the getty, the supermarkets, just by transferring to different blue buses. and they come every 10-15 mins. if this free blue bus service is eliminated, then, it would be much more of a drag for employees, students, and faculties to take the buses vs. driving their car to and from ucla. i think that keeping bruingo! benefits a lot of people who are trying to save money while being environment friendly. if it's for the good of the many, then i don't see why bruingo! should go.

256-1

thanks.

ederlyn

Response to Comment Letter 256

E-mail from Ederlyn Dia, dated December 19, 2002

Response to Comment 256-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPln

From: Patlan, Richard
Sent: Thursday, December 19, 2002 8:29 AM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 18 2002 11:11AM

Name: Dresden, Matthew

Address: 430 Grand Blvd.

City: Venice

State: CA

ZIP: 90291

Organization:

Phone: 310822-8499

Email: dresden@ucla.edu

Date Register: Dec 18 2002 11:11AM

Comment: I am a first-year law student in the middle of studying for finals, so I don't have much time to write, but I feel strongly enough about the importance of continuing BruinGO to take time away from my studies to write. It would be a tragic and misguided decision to discontinue the BruinGO program. I consider the program to be valuable and extremely useful, both from an environmental, traffic mitigation, personal commute, and community involvement standpoint and it makes me proud to be associated with UCLA. I should mention that I live in Venice, far enough away to qualify (at least in theory) for a parking permit, but because of BruinGO I instead have taken the bus every day. In fact, last year's renewal of BruinGO was one of the main reasons I decided to come to UCLA instead of Berkeley (which, incidentally, offers free bus ridership on Alameda County buses (AC Transit) to its students)—it demonstrated UCLA's real and meaningful commitment to reducing traffic and promoting public transit use in an environmentally friendly way. To get rid of the program (considering that it costs so much less, relatively, than constructing new parking) would be both short-sighted and unfair. I have to get back to studying but if BruinGO is discontinued I will have to consider transferring. I am absolutely serious about this. Shame on you for even thinking about dropping it.

257-1

Response to Comment Letter 257

E-mail from Matthew Dresden, dated December 18, 2002

Response to Comment 257-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPin

From: Patlan, Richard
Sent: Thursday, December 19, 2002 8:28 AM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 18 2002 11:58AM
Name: Dunagan, Julie
Address: 3538 Mentone Ave. #7
City: Los Angeles
State: CA
ZIP: 90034

Organization: Public Hea
Phone: 310202-0335
Email: jdunagan@ucla.edu

Date Register: Dec 18 2002 11:57AM

Comment: I am writing to express my strong support of continuing the BruinGO program. It is such a beneficial program in so many ways (for UCLA, Los Angeles, and the environment), I would hate to see it go. Thank you for your consideration.

258-1

Response to Comment Letter 258

E-mail from Julie Dunagan, dated December 18, 2002

Response to Comment 258-I

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Thursday, December 19, 2002 1:05 PM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 19 2002 12:53PM

Name: Ebrey, David

Address: 1642 Westgate #3

City: Los Angeles

State: CA

ZIP: 90025

Organization: Philosophy

Phone: 310442-0944

Email: debrey@ucla.edu

Date Register: Dec 19 2002 12:52PM

Comment: I strongly support the BruinGo program. In addition to its support for the environment, it is essential to making living in LA financially feasible for graduate students.

259-1

My wife and I are graduate students and we would probably pay for parking if it were not for the Bruingo program.

David

Response to Comment Letter 259

E-mail from David Ebrey, dated December 19, 2002

Response to Comment 259-I

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Thursday, December 19, 2002 8:30 AM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 18 2002 5:53PM

Name: Finefrock, Laura

Address: 937 6th Street #4

City: Santa Monica

State: CA

ZIP: 90403

Organization:

Phone: 310260-9742

Email: finefrock@law.ucla.edu

Date Register: Dec 18 2002 5:53PM

Comment: To Whom It May Concern:

While the EIR Long Range Development Plan does not support continuing BruinGo for faculty, staff and students, BruinGo is an essential component for the continued happiness and retention of the employees and the students here on campus. I have been both, and I can attest to the importance that BruinGo plays in my life and to the dissatisfaction I would feel with the University if this program was eliminated.

As a student, I arrived at UCLA before the program began. I lived in the dorms, but due to the parking situation on campus, I was unable to bring my car to school with me for my freshman year. I was therefore frequently in need of transportation for very mundane reasons: I needed to go to the grocery store to pick up essentials, I had to find a doctor and pharmacy that took my insurance, etc. Getting to the bus stop was hard enough, having to pay at least a dollar every time I needed to go somewhere often deterred my trip. This led to a lot of frustration and made the adjustment to college that much harder. Having always relied on my car and suddenly having to live in a city that depends on cars (and offers very little alternative transportation), it was very hard for me to live without a car. BruinGo would have ameliorated my frustrations somewhat. Additionally, when discussing UCLA with other prospective students, the parking situation frequently arises, and I have to admit to them that UCLA is extremely inconvenient in that regard, and that BruinGo is the only real concession that UCLA makes to the students, both those living in the residence halls and those living off campus, in terms of transportation.

260-1

As a second and third year student living off-campus, BruinGo was very helpful to me when it was implemented. Although I was finally allowed to have a car at my apartment, I was not able to ever drive to campus for classes. BruinGo allowed me to go directly from campus to work or to run errands. It saved me the time and hassle of going all the way back to my apartment to get my car. It somewhat made up for the inconvenience of not being able to drive to school. UCLA does not offer a shuttle service or parking for students; it should offer some form of accessible transportation. True, students can pay for the bus, but when faced with a student-sized budget, the cost of a bus ride is certainly a consideration. In the face of fee increases for students, the elimination of BruinGo would be another blow to the thousands of students who are used to not paying for their daily bus ride.

Now I am an employee of the University, and I can feel the full impact of BruinGo. It is nice to know that I have an alternative to paying for parking when I come to work. It places a considerable strain on my budget to pay \$48 a month for parking, and now that I have finished taking classes at UCLA and no longer need my car here, I am going to stop my parking pass and start taking the bus. If BruinGo ceased, I would certainly begin to purchase a pass again. I know that there are many employees who ride the bus because it is free, and who would start parking on campus again if the bus were \$1.50 a day, thus taking valuable parking spaces that are clearly needed on campus.

I have taken the time to write you this letter because I feel very strongly, as a former student and current employee of the University, that BruinGo is a step in the right direction toward ameliorating the parking problem of the University. While I love UCLA, I dislike the strain that is put on every member of the campus by the parking situation. Please make every effort you can to keep the program.

Sincerely,

Response to Comment Letter 260

E-mail from Laura Finefrock, dated December 18, 2002

Response to Comment 260-1

The University acknowledges the personal experiences of the commenter with respect to public transit use and the convenience of a “free” bus ride provided by the BruinGo pilot program. However, as discussed in Response to Comment 41-1, the cost of commuting via public transit is substantially less expensive than a single-occupant vehicle, even without BruinGo. Refer also to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPin

From: Patlan, Richard
Sent: Thursday, December 19, 2002 8:30 AM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 18 2002 5:03PM

Name: Franks, Mike

Address: 1315 Saltair #302

City: Los Angeles

State: CA

ZIP: 90025

Organization: UCLA Staff

Phone: 310206-2109

Email: franks@ssc.ucla.edu

Date Register: Dec 18 2002 5:02PM

Comment: I am writing to strongly recommend the inclusion of BruinGo and other, similar bus ridership encouragement programs in the EIR. UCLA campus has a limited amount of space and with impending student population boom of Tidal Wave II coming, it is essential to change the commuting habits and culture at UCLA from an endless pursuit of the parking pass lottery to something that is scalable and environmentally friendly. An aggressive approach to increasing bus ridership and other forms of commuting would do much to excite students, staff and faculty about paying attention to our impact on the environment.

261-

Response to Comment Letter 261

E-mail from Mike Franks, dated December 18, 2002

Response to Comment 261-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPin

From: Patlan, Richard
Sent: Thursday, December 19, 2002 8:29 AM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 18 2002 1:39PM

Name: Frischman, Carol

Address: Hershey Hall

City: Los Angeles

State: CA

ZIP: 90095

Organization: LOSH

Phone: 3107945972

Email: carolf@ile.ucla.edu

Date Register: Dec 18 2002 1:38PM

Comment: PLEASE PLEASE KEEP BRUIN GO!!!

262-1

Response to Comment Letter 262

E-mail from Carol Frischman, dated December 18, 2002

Response to Comment 262-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPin

From: Patlan, Richard
Sent: Thursday, December 19, 2002 8:28 AM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 18 2002 9:45AM
Name: Gomez, Monica
Address: 613 1/2 S. Lorena Street
City: Los Angeles
State: CA
ZIP: 90023

Organization: Master Pub
Phone: 3232698938
Email: mmgomez@ucla.edu

Date Register: Dec 18 2002 9:44AM

Comment: To Whom It May Concern:

I strongly urge you to please continue the BruinGo program for all of us UCLA student commuters, especially for those of us commuting long distances. Not only does this program promote the use of public transportation, but it reduces single-passenger traffic and saves people money. Please continue this program. As a large public institution, UCLA should maintain this partnership with the Santa Monica Blue Line to better serve its constituency.

263-1

Sincerely,
Monica Gomez
MPP 2004 & Bus Rider

Response to Comment Letter 263

E-mail from Monica Gomez, dated December 18, 2002

Response to Comment 263-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPln

From: Patlan, Richard
Sent: Thursday, December 19, 2002 8:30 AM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 18 2002 5:10PM

Name: Graham, Elizabeth

Address: 3780 Keystone Ave #102

City: Los Angeles

State: CA

ZIP: 90034

Organization: UCLA

Phone: 310204-2558

Email: budlidh@hotmail.com

Date Register: Dec 18 2002 5:09PM

Comment: BruinGo is an outstanding asset to the UCLA community and should be continued. The parking congestion can only get worse if students and faculty are denied the option of taking free mass transit. I use BruinGo now, and plan to for the next 6 years I will be a graduate student at UCLA.] 264-1

Response to Comment Letter 264

E-mail from Elizabeth Graham, dated December 18, 2002

Response to Comment 264-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPln

From: Patlan, Richard
Sent: Thursday, December 19, 2002 1:05 PM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 19 2002 12:27PM
Name: Halladay, Jane
Address: 3641 Midvale Ave., #103
City: Los Angeles
State: CA
ZIP: 90034

Organization:
Phone:
Email: jhalladay@attbi.com
Date Register: Dec 19 2002 12:26PM

Comment: I would like to express my support for the BruinGo program, and strongly request that it be made permanent. I am a doctoral student in the social welfare program, and BruinGo helps tremendously with reducing the cost of my education at UCLA. It is difficult to live off of fellowships and work study, and having free transportation is a blessing! It also prevents me from driving and parking on campus--because the free bus ride provides incentive enough for me to take the bus rather than park, despite the convenience of not having to run on the bus's schedule. In addition, I believe that BruinGo sends a strong message to the community that UCLA supports environmental solutions to transportation problems, which I believe is the most important reason to continue the program.

265-1

Thank you.

-Jane Halladay

Response to Comment Letter 265

E-mail from Jane Halladay, dated December 19, 2002

Response to Comment 265-I

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPln

From: Patlan, Richard
Sent: Thursday, December 19, 2002 1:05 PM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 19 2002 12:03PM

Name: Heckman, Genevieve

Address: Department Of Psychology, Franz Hall

City: Los Angeles

State: CA

ZIP: 90095

Organization:

Phone:

Email: gheckman@ucla.edu

Date Register: Dec 19 2002 12:02PM

Comment: I'd like to recommend that BruinGo be continued for students, faculty, and staff. It cuts down on UCLA's parking problem, traffic congestion in westwood, and is a convenient, inexpensive way for graduate students like myself to get around campus and surrounding areas. 266-1

Response to Comment Letter 266

E-mail from Genevieve Heckman, dated December 19, 2002

Response to Comment 266-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPin

From: Patlan, Richard
Sent: Thursday, December 19, 2002 11:55 AM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 19 2002 10:43AM
 Name: Herre, Susan
 Address: 11811 Venice Blvd #207
 City: Los Angeles
 State: CA
 ZIP: 90066

Organization: UCLA Urban
 Phone: 3107451840
 Email: sherre@ucla.edu

Date Register: Dec 19 2002 10:41AM

Comment: As a UCLA student, BruinGo provides me with tremendous flexibility with respect to where and when I travel. In auto-oriented Los Angeles, I don't need a car on a day-to-day basis! No fighting traffic, no dealing with parking, more study and socializing time while riding the bus. BruinGo makes for a civilized lifestyle.

Compare BruinGo with the cost of providing off-campus housing shuttles: On a per person per month basis, UCLA pays less than \$20 for BruinGo while off-campus housing shuttles cost \$193. Consider also BruinGo's contribution to congestion relief and improved air quality, to say nothing of the reduction in need for parking structures, at \$10,000 to \$30,000 per space!

BruinGo transported 1.4 million riders to and from campus last year. What other program does so much good for so little? It boggles the mind to see the UCLA Long Range Development Plan EIR recommend discontinuance of "transit subsidies". Where is UCLA's economic sense? Where are UCLA's values? (Data from BruinGo evaluation by UCLA Institute of Transportation Studies, 9/02)

267-1

Response to Comment Letter 267

E-mail from Susan Herre, dated December 19, 2002

Response to Comment 267-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPin

From: Patlan, Richard
Sent: Thursday, December 19, 2002 8:29 AM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 18 2002 12:11PM
Name: Hieronymi, Pamela
Address: 2045 4th Street, #105B
City: Santa Monica
State: CA
ZIP: 90405

Organization: Department
Phone: 3102062727
Email: hieronym@ucla.edu
Date Register: Dec 18 2002 12:11PM

Comment: I am writing to support the continuation of BruinGO for faculty and staff, as an effective way to ease the parking and enviornmental impact of university commuters.

268-1

Response to Comment Letter 268

E-mail from Pamela Hieronymi, dated December 18, 2002

Response to Comment 268-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPin

From: Patlan, Richard
Sent: Thursday, December 19, 2002 8:29 AM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 18 2002 2:17PM

Name: Hsu, Andrew

Address: 1866 Pandora Ave

City: Los Angeles

State: CA

ZIP: 90025

Organization: UCLA

Phone: 310474-6904

Email: hsu@humnet.ucla.edu

Date Register: Dec 18 2002 2:16PM

Comment: (1) I am lucky enough to live near campus and can usually walk to school. On occasions when I've been rushed, however, I've taken advantage of BruinGo.

(2) The environmental impact of the BruinGo program is not merely a matter of number of parking spaces. There is also (a) traffic in surrounding streets and neighborhoods and (b) air pollution to be considered.

269-1

Response to Comment Letter 269

E-mail from Andrew Hsu, dated December 18, 2002

Response to Comment 269-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Thursday, December 19, 2002 8:28 AM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 18 2002 10:38AM
Name: Hunt, Lynn
Address: History Department
City: Los Angeles
State: CA
ZIP: 900951473
Organization: UCLA
Phone:
Email: lhunt@history.ucla.edu

Date Register: Dec 18 2002 10:38AM

Comment: Please continue BruinGo for faculty and staff. I do not drive to campus. I usually walk but I sometimes find that I have to come to campus from elsewhere and have found that the Big Blue Bus is crucial for this purpose. It's been the difference between my asking for parking permit on campus and not.

270-1

Response to Comment Letter 270

E-mail from Lynn Hunt, dated December 18, 2002

Response to Comment 270-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPin

From: Patlan, Richard
Sent: Thursday, December 19, 2002 11:55 AM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 19 2002 9:53AM

Name: Kincheloe, Jennifer

Address: 3178 Barrington Ave Apt E

City: Los Angeles

State: CA

ZIP: 90066

Organization: UCLA stude

Phone: 310398-3635

Email: jkinchel@ucla.edu

Date Register: Dec 19 2002 9:52AM

Comment: Please keep Bruin Go for students!!! It's been a wonderful encouragement for me to take the bus.

271-1

Response to Comment Letter 271

E-mail from Jennifer Kincheloe, dated December 19, 2002

Response to Comment 271-I

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPln

From: Patlan, Richard
Sent: Thursday, December 19, 2002 8:28 AM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 18 2002 9:29AM
Name: King, Rex
Address: PO Box 9367
City: Marina Del Rey
State: CA
ZIP: 90295
Organization: Women's St
Phone:
Email: rking@women.ucla.edu
Date Register: Dec 18 2002 9:28AM
Comment: To Whom It May Concern:

I have found BruinGo a wonderful service. There is no vanpool to my area in Marina Del Rey. I have used the service since it started and I highly recommend it. Please continue it.

272-1

Rex King, Ph.D.

Response to Comment Letter 272

E-mail from Rex King, dated December 18, 2002

Response to Comment 272-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPin

From: Patlan, Richard
Sent: Thursday, December 19, 2002 8:28 AM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 18 2002 9:34AM

Name: Kulesa, Laurie

Address: 217B 5th Street

City: Manhattan Beach

State: CA

ZIP: 90266

Organization:

Phone: 310798-8905

Email: laurie_ucla@hotmail.com

Date Register: Dec 18 2002 9:34AM

Comment: I believe BruinGO should continue as part of the UCLA transportation program.

273-1

Response to Comment Letter 273

E-mail from Laurie Kulesa, dated December 18, 2002

Response to Comment 273-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Thursday, December 19, 2002 8:30 AM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 18 2002 3:26PM

Name: Kyas, Jirina

Address: 1221 11th Street

City: Santa Monica

State: CA

ZIP: 90401

Organization:

Phone:

Email: jkyas@ucla.com

Date Register: Dec 18 2002 3:26PM

Comment: My recommendation is for BruinGo to continue. I take the bus to UCLA every day. I know other students and faculty & staff members, who switched from driving to taking the bus when going to UCLA. I think BruinGo not only reduces already bad traffic in Westwood, lowers car emission, and decreases parking demand at UCLA, but it also provides safer transportation for women. I know of a woman who got attacked in parking garage at UCLA. With BruinGo I feel safer when late at night I leave UCLA by bus. I would be much more afraid if I had to go at night to a parking garage. At the UCLA bus station I feel save with other students, faculty, staff, and bus drivers around. In a parking garage, I would be alone and much more vulnerable.

I support BruinGo not only for environmental reasons, but also for personal safety reasons.

274-1

Response to Comment Letter 274

E-mail from Jirina Kvas, dated December 18, 2002

Response to Comment 274-1

The University acknowledges that some individuals may feel that the use of public transit may increase personal safety; however, the University has undertaken significant measures to improve the security of parking structures and lots under University control. Refer also to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPln

From: Pattan, Richard
Sent: Thursday, December 19, 2002 8:29 AM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 18 2002 11:59AM
Name: Larsen, Todd
Address: 3180 Sawtelle Blvd. #206
City: Los Angeles
State: CA
ZIP: 90066

Organization:
Phone:
Email: larsen2005@student.law.ucla.edu

Date Register: Dec 18 2002 11:56AM

Comment: I am a student who uses BruinGo, and plan to continue to do so for the next 2 1/2 years. It is a wonderful program, and I would encourage its continuation permanently.

275-1

Response to Comment Letter 275

E-mail from Todd Larsen, dated December 18, 2002

Response to Comment 275-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPin

From: Patlan, Richard
Sent: Thursday, December 19, 2002 8:28 AM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 18 2002 10:29AM
Name: Leung, Henry
Address: 1624 Camden Ave., #15
City: Los Angeels
State: CA
ZIP: 90025

Organization:
Phone:
Email: htl@ucla.edu

Date Register: Dec 18 2002 10:28AM

Comment: I decided to move close to UCLA to take adavntage of the BruinGO, as well as not have to use a car. Since, parking is limited, I am glad not to have to drive at all. Eliminating the program makes no sense to me.

276-1

Response to Comment Letter 276

E-mail from Henry Leung, dated December 18, 2002

Response to Comment 276-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPln

From: Patlan, Richard
Sent: Thursday, December 19, 2002 2:03 PM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 19 2002 1:48PM

Name: Liang, Lisa

Address: UCLA 193 Haines Hall

City: Los Angeles

State: CA

ZIP: 90095-1544

Organization: Chicano St

Phone: 310825-1642

Email: lliang@csrc.ucla.edu

Date Register: Dec 19 2002 1:47PM

Comment: Please keep BruinGO going!!!

277-1

Response to Comment Letter 277

E-mail from Lisa Liang, dated December 19, 2002

Response to Comment 277-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPln

From: Patlan, Richard
Sent: Thursday, December 19, 2002 8:27 AM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 18 2002 9:23AM

Name: lichiu, frini

Address: 1227 barry ave #5

City: los angeles

State: CA

ZIP: 90025

Organization:

Phone: 310206-3686

Email: flichiu@mednet.ucla.edu

Date Register: Dec 18 2002 9:22AM

Comment: A lot of staff and students lives within 5 miles radius of the UCLA campus and the Big Blue bus lines are accessible to them. In any civilized country, everyone knows utilizing public transport is the best for the environment. It's economical. Los Angeles is one of the worst city in the world to encourage using public transport. I would hope and trust that an institution of UCLA would have the wisdom of long range goal rather than a short term budget that fits one or two departments' need. Count the potential increase of vehicles to campus if the BruinGo program goes.

278-1

Response to Comment Letter 278

E-mail from Frini Lichiu, dated December 18, 2002

Response to Comment 278-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Thursday, December 19, 2002 8:28 AM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 18 2002 9:49AM
Name: mackenzie-graham, allan
Address: 8852 ashcroft ave
City: los angeles
State: CA
ZIP: 90048

Organization:
Phone:
Email: amg@ucla.edu

Date Register: Dec 18 2002 9:48AM

Comment: I believe that BruinGo! is a great idea. Furthermore, I suggest expanding some of the bus routes further east.

279-1

Response to Comment Letter 279

E-mail from Allan Mackenzie-Graham, dated December 18, 2002

Response to Comment 279-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPln

From: Patlan, Richard
Sent: Thursday, December 19, 2002 2:03 PM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 19 2002 1:05PM

Name: marin, gregory

Address: 1333 Barry Ave; #3

City: LA

State: CA

ZIP: 90025

Organization:

Phone:

Email: grmarin@hotmail.com

Date Register: Dec 19 2002 1:04PM

Comment: In support of BruinGo, I would just like to submit that I decided against purchasing a car precisely because of this service. It is a good program and should be maintained. gregory marin

280-1

Response to Comment Letter 280

E-mail from Gregory Marin, dated December 19, 2002

Response to Comment 280-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPin

From: Patlan, Richard
Sent: Thursday, December 19, 2002 8:28 AM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 18 2002 9:46AM

Name: Marroquin, Jose

Address: 303 E. Melnitz

City: Los Angeles

State: CA

ZIP: 90095

Organization: UCLA

Phone: 3102066465

Email: jmarro@arts.ucla.edu

Date Register: Dec 18 2002 9:46AM

Comment: The BruinGo program benefits many many people in the West LA area and UCLA in particular. This type of program should be emulated with other agencies in the greater Los Angeles. Instead of thinking in abolishing it, the program should be kept and expanded.

281-1

I urge you to re-consider the decision!

Thank you!

Response to Comment Letter 281

E-mail from Jose Marroquin, dated December 18, 2002

Response to Comment 281-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPin

From: Patlan, Richard
Sent: Thursday, December 19, 2002 1:05 PM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 19 2002 12:33PM

Name: Mshaka, Sumiyah

Address: 3264 Overland Ave #11

City: Los Angeles

State: CA

ZIP: 90034-3504

Organization:

Phone: 310559-4650

Email: ssmshaka@ucla.edu

Date Register: Dec 19 2002 12:32PM

Comment: As a graduate student at UCLA, I use BRUINGO every day I go to school. It has been a Godsend! I can't get a parking permit because I live in Palms. I feel that if the University does not offer parking permits to all students (who pay to attend) then programs like BRUINGO are the least the University can do. You must continue the program; at least until enough parking spaces for all UCLA students.

282-1

Response to Comment Letter 282

E-mail from Sumiyah Mshaka, dated December 19, 2002

Response to Comment 282-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPin

From: Patlan, Richard
Sent: Thursday, December 19, 2002 8:30 AM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 18 2002 5:17PM

Name: Muqtasid, Hajar

Address: 2012 S. Robertson Blvd. #7

City: Los Angeles

State: CA

ZIP: 90034-1147

Organization: UCLA stude

Phone: 3108390404

Email: hmuqtasi@ucla.edu

Date Register: Dec 18 2002 5:17PM

Comment: I strongly believe that BruinGo should be extended for not only students but faculty and staff as well. It has reduced single driver cars and increased the number of people who actually ride the Big Blue Bus.

283-1

Response to Comment Letter 283

E-mail from Hajar Muqtasid, dated December 18, 2002

Response to Comment 283-I

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Thursday, December 19, 2002 2:03 PM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 19 2002 1:22PM

Name: McCarthy, L

Address: 225 Bay Street #3

City: Santa Monica

State: CA

ZIP: 90405

Organization:

Phone:

Email: lmccarth@ucla.edu

Date Register: Dec 19 2002 1:21PM

Comment: The BruinGo program has made a major impact on traffic and parking in Westwood and campus. Please don't cut this program!

284-1

Response to Comment Letter 284

E-mail from L. McCarthy, dated December 19, 2002

Response to Comment 284-I

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Thursday, December 19, 2002 8:31 AM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 18 2002 8:02PM

Name: Nelson, Jeremy

Address: 6500 Yucca St. #320

City: Los Angeles

State: CA

ZIP: 90028-4934

Organization: UCLA Bicyc

Phone: 323691-9848

Email: jnelson101@attbi.com

Date Register: Dec 18 2002 6:31PM

Comment: RE: UCLA needs better transit facilities and permanent funding for BruinGO

To Whom It May Concern:

I am writing to comment on the Draft Environmental Impact Report for UCLA's 2002 Long Range Development Plan (LRDP) and the Northwest Infill Housing Project. My comments address two main points: 1) Capital Programs should plan for and prioritize better transit facilities at UCLA within the LRDP, and 2) UCLA should mitigate the negative traffic congestion and air pollution impacts identified in the LRDP's EIR by permanently funding BruinGo to reduce vehicle trips to campus.

285-1

1) Plan for and prioritize better transit facilities at UCLA: The LRDP states that one of Capital Programs' Development Objectives is to "Provide and promote opportunities for the use of alternative transportation modes." (p. 30, Chapter 3, Section C.3). Unfortunately, aside from brief references to the Vanpool Program (p. 10) and the Campus Express Shuttle (pp. 10 & 19) there is no other mention of how Capital Programs will "provide and promote" opportunities for the UCLA community to make use of transit.

285-2

One way to encourage increased use of transit for trips to campus is to provide the UCLA community with better transit facilities. I therefore urge you to revise the LRDP to include language that requires, whenever feasible, the inclusion of conveniently-placed, well-lighted, and well-designed transit facilities for all future development projects at UCLA. For example, whenever any future development project is undertaken at the periphery of campus, the transit facilities nearest to the project should be added, expanded, and/or upgraded (e.g., additional seating and shelters and widened sidewalks to accommodate more passengers, more shade trees planted, better security lighting, and improved signage with route maps and real time arrival and departure information). For future development projects located closer to the interior of campus, a convenient and safe access route to all of the nearest transit facilities should be provided and highly-visible, easily-readable wayfinding signage should be included in the new or renovated building. The UCLA campus deserves better transit facilities than it currently has, and Capital Programs should use the LRDP to plan for and prioritize improved transit facilities as part of any future development projects.

285-3

2) Mitigate the negative development impacts identified in the LRDP's EIR by permanently funding BruinGo: The EIR for the LRDP states that implementation of the LRDP will substantially increase traffic congestion and vehicle emissions in Westwood. Unfortunately, the EIR also states that continuing BruinGO is not a feasible strategy to mitigate these impacts: "Transit subsidies for faculty and staff have previously been evaluated and have not been recommended because of the limited potential to reduce total parking demand." (page 4.13-47). The EIR does not even mention the option of continuing BruinGO for students.

285-4

The EIR's rejection of BruinGO as a traffic mitigation measure is completely at odds with the evaluations of BruinGO conducted by your traffic consultant (Crain & Associates) and by UCLA's Institute of Transportation Studies. These studies' findings included the following: a) BruinGO substantially increased bus ridership for commuting to campus during its first year (2000-2001); b) The shift to public transit significantly reduced faculty/staff solo driving to campus: 37 percent of the new bus riders were former solo drivers; c) During BruinGO's first year, the students' transit ridership for commuting to campus increased by 43 percent, and solo driving decreased by 33 percent; d) The above increases in bus ridership and reductions in solo driving refer only to the changes that occurred during BruinGO's first year: during its second year (2001-2002), total BruinGO ridership increased by a further 27 percent, so its effectiveness continues to increase as more

285-5

students, faculty, and staff become aware of its benefits.

Despite the large increases in bus ridership and declines in solo driving after BruinGO began, the EIR unfortunately dismisses the option of continuing BruinGO. The evaluations conducted by both Crain & Associates and the Institute of Transportation Studies show that BruinGO is a feasible way reduce UCLA's traffic generation and vehicle emissions. The EIR's failure to seriously consider this mitigation strategy raises serious questions about the university's priorities: Why is UCLA planning to construct 4,149 new parking spaces while eliminating funding for BruinGO, a program that has proven succesful in reducing vehicle trips to campus? I therefore urge you to revise the EIR for the LRDP to include permanent funding for BruinGo as a mitigation strategy for reducing the increased traffic congestion and air pollution generated by the development projects proposed in the LRDP.

285-5

Sincerely, Jeremy Nelson
Graduate Student, Dept. of Urban Planning
Member, Bicycling Advocacy Committee

Response to Comment Letter 285

E-mail from Jeremy Nelson, dated December 18, 2002

Response to Comment 285-1

This comment is acknowledged. See Responses to Comments 285-2 through 285-5.

Response to Comment 285-2

The comment suggests that the 2002 LRDP did not identify how future development will “provide and promote” improved use of transit. As noted in the 2002 LRDP Draft EIR (Volume 1, page 4-1):

The 2002 LRDP is a land use plan that guides the physical development of the campus. It is not an implementation plan.

Because the LRDP is a land use plan, it does not identify specific projects (that might promote transit use) or provide specific details about how plan concepts or physical development objectives will be achieved, including the promotion of alternative transportation modes, such as transit use. These considerations are evaluated, and appropriate transit facility improvements are provided in conjunction with specific project proposals.

Both the 2002 LRDP and the 2002 LRDP Draft EIR acknowledged that the campus adopted a Transportation Systems and Demand Management (TDM) program. As noted in the 2002 LRDP Draft EIR (Volume 1, page 4.13-17), one element of the TDM program is annual distribution of the UCLA Commuter’s Guide (which is also available online (at <http://www.transportation.ucla.edu/cguide/Cguide.htm>). The guide provides information on the full range of commuting options, including carpools, vanpools, public transit, bicycles, campus shuttles, campus express, motorcycles and scooters, and walking. Consistent with the TDM program, implementation of measures to encourage the use of alternative transportation modes, including transit use, is the responsibility of UCLA Transportation Services.

Response to Comment 285-3

The comment suggests that the LRDP be revised “...to include language that requires, whenever feasible, the inclusion of conveniently placed, well lighted, and well-designed transit facilities...” and that the LRDP should be used to “...plan and prioritize improved transit facilities as part of any future development projects.”

As noted in Response to Comment 285-2, the LRDP is a land use plan and does not include any specific projects, or identify priorities for implementation, or details regarding how LRDP development concepts or physical objectives will be achieved. Thus, inclusion of specific language mandating that

future projects include transit facilities is not appropriate in the LRDP. Further, the identification of a prioritized list of transit improvements is also not appropriate for a land use plan such as the LRDP.

However, as noted in Response to Comment 285-2, the 2002 LRDP and 2002 LRDP EIR did acknowledge the campus's TDM program, which encourages the use of alternative forms of transportation and identifies Transportation Services as the entity with primary responsibility to implement the program.

With respect to transit facilities interior to the campus, Campus Capital Programs, Facilities Management, and Transportation Services work closely together to improve on-campus transit facilities. In November 2002 representatives from Capital Programs and Transportation Services met with a bus shelter vendor to discuss upgrades to all campus bus shelters that will include appropriate seating for current demand and state-of-the-art lighting. Transportation Services always looks for opportunities to improve the utility of, and the environment immediate surrounding, campus transit facilities as part of ongoing projects; including the planting of shade trees, provision of new or improved lighting, sidewalks, and overhangs, and the upgrading of transit route maps and schedules. Current examples include the recently completed upgrade of the Sunset/Bellagio transit facility that was part of the Intramural Field Parking Structure project and the planned transit facility improvements that are part of the Kinross Continuation and Southwest Campus Housing projects.

As noted in the 2002 LRDP Draft EIR, the UCLA campus is served by eighteen public transit lines, which provide service along Wilshire Boulevard, Westwood Boulevard, Le Conte Avenue, Hilgard Avenue, Sunset Boulevard, and Gayley Avenue. Thus, access to public transit is primarily provided via the perimeter of the campus, except for those transit lines which provide service on Westwood Plaza (currently the SMMBL line No. 16 and the CCMBL line No. 6). Thus access to sixteen of the eighteen bus lines (that currently provide service to the campus) is provided at the campus perimeter. The installation, maintenance of transit facilities around the perimeter of campus is primarily the responsibility of the City of Los Angeles, which has contracted with a private company, to maintain existing shelters, which were installed in the 1980's. Thus, the provision of transit facilities at most locations at the perimeter of the campus are not within the jurisdiction of the University to expand or improve. To the extent that existing shelters are deemed inadequate or require maintenance, Transportation Services contacts the private vendor to request improvements at those locations. The Hilgard Bus Terminal is the one location that the campus maintains, and that facility provides seating, shade, lighting, and information on bus routes and schedules.

For those public transit agency bus lines that provide service to the center of campus, only two locations are currently serviced: the Medical Center and the Ackerman turnaround. The northbound stop in

front of the Neuropsychiatric Institute primarily serves as a drop-off location, for patrons exiting the bus. The southbound stop (adjacent to the Medical Plaza complex) is a temporary location, pending completion of the Westwood Replacement Hospital, at which time this stop will be provided with a permanent location, and appropriate amenities provided. The Ackerman Turnaround is a fully improved stop, with benches, lighting, and shade provided by transit shelters. Thus, with the exception of the temporary southbound stop on Westwood Plaza, the existing stops provide adequate access to public transit.

The 2002 LRDP did identify several concepts and objectives which promote the provision organized, well lit and accessible pedestrian paths (including the discussion of Circulation [2002 LRDP, Page 19] and the Physical Objectives [2002 LRDP, pages 29 to 30) which promote accessibility both within the campus (to internal transit facilities) and to the perimeter of campus (for public transit lines that serve the perimeter). The 2002 LRDP also included an operational objective regarding the promoting of alternative transportation modes (2002 LRDP, page 30) to:

Provide and promote opportunities for the use of alternative transportation modes.

In general, the campus does not provide extensive signage that indicates the location of buildings, or facilities, including transit stops. Instead, the focus is on education of the campus community, and the provision of a coherent system of pedestrian paths which focus pedestrian activity along major routes, many of which terminate at campus entrances, most of which are served by transit lines.

With respect to providing information about the location of transit stops, UCLA Transportation Services uses various venues to promote the use of alternative transit modes to campus, including the UCLA Commuter Guide, published annually by Transportation Service's Communications & Marketing group. This is a comprehensive information source describing transportation options at UCLA, including car- and vanpooling assistance programs, Campus Shuttle and Campus Express services, and information concerning public transit modes and availability. The Commuter Guide is distributed to all incoming student, faculty, and staff. In addition, all of UCLA's departmental parking coordinators receive copies of the updated Commuter Guide for distribution each spring, when faculty and staff make decisions regarding annual parking permit renewal. UCLA also publicizes the availability and convenience of alternative transportation modes to campus through the Transportation Services Website (www.transportation.ucla.edu), information within the General Catalog and admissions packets sent to students, advertisements in the *Daily Bruin*, annual orientation fairs, and presentation and distribution of information at new student and employee orientation sessions. Campus departments that regularly interact with visitors to campus (i.e., the Medical Center and associated clinics) also provide information about how to access the campus via public transit.

Response to Comment 285-4

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program, which discusses the potential for continuation of the program.

Response to Comment 285-5

Refer to Topical Response A (BruinGo Program), which clarifies that the EIR did not reject continuation of the BruinGo program and indicates that the campus has proposed to continue BruinGo. Refer also to Response to Comment 14-6, which indicates that the campus has proposed the construction of only 66 net new parking spaces (as part of the NHIP) concurrent with the 2002 LRDP.

EnvPin

From: Patlan, Richard
Sent: Thursday, December 19, 2002 2:03 PM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 19 2002 1:12PM

Name: Nelson, John

Address: 2611 11th St #3

City: Santa Monica

State: CA

ZIP: 90405

Organization: UCLA Class

Phone:

Email: jwn4157@adelphia.net

Date Register: Dec 19 2002 1:12PM

Comment: Although I do not benefit from a program like BruinGO, I was disturbed to learn of its planned discontinuation for faculty and staff. Despite actual and threatened budget crises, programs such as this should be the last to suffer. They reflect UCLA's commitment to the community and the environment. They also help UCLA employees and students beat the high cost of transportation and parking on the Westside.

286

Response to Comment Letter 286

E-mail from John Nelson, dated December 19, 2002

Response to Comment 286-I

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPin

From: Patlan, Richard
Sent: Thursday, December 19, 2002 8:30 AM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 18 2002 4:20PM

Name: Ng, Jennifer

Address: 3540 S. Centinela Ave. 7

City: Los Angeles

State: CA

ZIP: 90066

Organization: N/A

Phone: 310313-6447

Email: jennyng@ucla.edu

Date Register: Dec 18 2002 4:19PM

Comment: I believe that BruinGO is a valuable program and should continue. It is a service that mitigates traffic, improves the environment, and decreases stress for students and staff/faculty alike.

287-1

Response to Comment Letter 287

E-mail from Jennifer Ng, dated December 18, 2002

Response to Comment 287-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Thursday, December 19, 2002 8:29 AM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 18 2002 1:10PM

Name: Nguyen, Theresa

Address: 3240 E Curry St.

City: Long Beach

State: CA

ZIP: 90805

Organization: Vietnamese

Phone:

Email: ntheresa@ucla.edu

Date Register: Dec 18 2002 1:06PM

Comment: To whom it may concern,

I believe that BruinGo! should be a permanent service for UCLA students and staff members. I've been an undergraduate at UCLA for more than a year and I've utilized the service to go to work at UCLA Santa Monica Hospital from UCLA.

I feel that BruinGo! is a very convient and safe way for students and staff to commute around the LA area. Unlike other public transportation services such as the Metro, BruinGo! feels safer because the majority of its users are students. While on the bus, I often get a chance to meet new UCLA students which makes the ride much more enjoyable and less uncomfortable. The service is also convient in that since we can simply scan our UCLA ID card to get a ride, it's not necessary to carry extra coins. BruinGo! also benefits students because it's FREE and it stops right in front of the UCLA campus. In fact, I enjoy the service so much that I'm thinking about finding an apartment that is close to the BruinGo! stop so I can take BruinGo! to school and not have to bring my car to UCLA.

I believe that many students like myself will find this program very beneficial as a mean to commute to school because it can save them a lot of money such as parking fees, parking tickets, and gas money. However, the program has not been successful in decreasing the number of cars on campus is probably because many students do not know that this program exists. Several ways to let students know about BruinGo! would be to mail them annually information about the program and how it works. Also, include the bus schedule since many students dread the idea of wasting time at the bus stop. I believe that the more information we provide students, the more they will understand how convient the program is and the better they'll feel about using BruinGo!

Again, making BruinGo! a permanent service at UCLA would be one of the benefits that many students would not take for granted, especially when parking fees are increasing. So for the student's sake, keep BruinGo! going and going and going...Thank you for your time.

Sincerely,

Theresa Nguyen

288-1

Response to Comment Letter 288

E-mail from Theresea Nguyen, dated December 18, 2002

Response to Comment 288-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program. It should be noted that the University has employed a variety of means to actively promote the BruinGo program, including providing information in the annual UCLA Commuter Guide and the Transportation Services website, placing ads in the Daily Bruin, and advertisement placards on SMMBL buses.

EnvPin

From: Patlan, Richard
Sent: Thursday, December 19, 2002 8:29 AM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 18 2002 10:55AM

Name: Palmer, Maria

Address: 627 California Ave., Unit D

City: Vencie

State: CA

ZIP: 90291

Organization: UCLA CARE

Phone: 310825-1301

Email: mpalmer@mednet.ucla.edu

Date Register: Dec 18 2002 10:54AM

Comment: GOBruin is an excellant program and incentive for me and others to utilize public transportation to and from work. I urge you not to discontinue GoBruin. As a progressive institution, UCLA should support this program which does decrease need for parking and traffic into Westwood.

289-1

Response to Comment Letter 289

E-mail from Maria Palmer, dated December 18, 2002

Response to Comment 289-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Thursday, December 19, 2002 8:28 AM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 18 2002 10:40AM

Name: Paus, Amanda

Address: 14419 Califa St. #1

City: Van Nuys

State: CA

ZIP: 91401

Organization:

Phone: 310825-8182

Email: apaus@mednet.ucla.edu

Date Register: Dec 18 2002 10:40AM

Comment: Please keep the BruinGO going! It is a very useful and needed form of transport for many of us at UCLA. Parking fees are too high for the amount of money we maker per month.

290-1

Response to Comment Letter 290

E-mail from Amanda Paus, dated December 18, 2002

Response to Comment 290-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Thursday, December 19, 2002 8:28 AM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 18 2002 9:33AM

Name: pressman, leah

Address: 760 Westwood plaza

City: los angeles

State: CA

ZIP: 90024

Organization: ucla

Phone: 310206-3202

Email: lpressman@mednet.ucla.edu

Date Register: Dec 18 2002 9:33AM

Comment: I think BruinGo is an incredibly important program. The buses are PACKED with UCLA students, faculty and staff. It is a wonderful program and would be a great loss to westwood and the community if it were to be discontinued.

291-1

Leah Pressman, Ph.D.
Dept of Neurobehavioral Genetics
UCLA

Response to Comment Letter 291

E-mail from Leah Pressman, dated December 18, 2002

Response to Comment 291-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPin

From: Patlan, Richard
Sent: Thursday, December 19, 2002 1:05 PM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 19 2002 12:46PM

Name: Ramos, Lucia
Address: 11290 Ivy Place
City: West Los Angeles
State: CA
ZIP: 90064

Organization:

Phone:

Email: lachikana@hotmail.com

Date Register: Dec 19 2002 12:46PM

Comment: This is my second year at UCLA and as a first year commuter living in Huntington Park, I must say that it was and continues to be one of the best parts of my time at UCLA. I never have had to deal with driving up westwood and having to worry about parking. BruinGo should simply not Go.

292-1

Response to Comment Letter 292

E-mail from Lucia Ramos, dated December 19, 2002

Response to Comment 292-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Thursday, December 19, 2002 11:55 AM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 19 2002 9:39AM
Name: Renteria, Fabian
Address: 3371 Overland Ave. #7
City: Los Angeles
State: CA
ZIP: 90034

Organization:
Phone: 310435.0699
Email: frenteri@ucla.edu

Date Register: Dec 19 2002 9:38AM

Comment: I feel that the need to maintain the BruinGo program is of utter importance for students, faculty, and staff members here at UCLA. As the many comments that have been stated by organizations, students, and faculty point that the program is helping reduce solo driving to the campus, increasing commuting through a more acceptable environmental form, and lowering the overall amount of traffic for vehicles for UCLA. The traffic that is still maintained is from the many visitors that UCLA receives and will continue to receive. With the increased lack of parking on campus for students and faculty, it makes logical sense for UCLA to help maintain programs that enrich the university and the population that makes it be what it is.

293-1

Response to Comment Letter 293

E-mail from Fabian Renteria, dated December 19, 2002

Response to Comment 293-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPln

From: Patlan, Richard
Sent: Thursday, December 19, 2002 8:31 AM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 18 2002 11:16PM

Name: Rolnick, Addie

Address: 1200 S. Orange Grove Ave.

City: Los Angeles

State: CA

ZIP: 90019

Organization: UCLA

Phone:

Email: addie_rolnick@hotmail.com

Date Register: Dec 18 2002 11:15PM

Comment: As user of the BruinGo program, I can attest to the fact that the availability of this program does reduce parking demand. I have never even applied for parking in the 5 semesters I have been at UCLA because I know I can use alternate transit such as BruinGo. My only complaint is that such as system has not been worked out with the LA buses, since they are even more expensive. UCLA does a ppor job of providing parking to its students or accomodating their transit needs, and BruinGO was a very good start. It should not be discontinued.

294-1

Response to Comment Letter 294

E-mail from Addie Rolnick, dated December 18, 2002

Response to Comment 294-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPln

From: Patlan, Richard
Sent: Thursday, December 19, 2002 8:30 AM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 18 2002 4:09PM

Name: Rosario, Vernon

Address: 1812 Butler Ave. # 3

City: LA

State: CA

ZIP: 90025

Organization: NPI

Phone: 310470-9775

Email: vrosario@ucla.edu

Date Register: Dec 18 2002 4:09PM

Comment: I'm dismayed that UCLA would think of ending the Bruin GO program. It is the one sensible approach to decreasing traffic and parking problems at UCLA, and generally doing something good for the overall environment. i have been dedicated to avoiding driving to campus by either biking or taking the bus. There should be more incentives for people to use mass transportation to campus—not fewer.

295-1

Response to Comment Letter 295

E-mail from Vernon Rosario, dated December 18, 2002

Response to Comment 295-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPln

From: Patlan, Richard
Sent: Thursday, December 19, 2002 8:29 AM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 18 2002 11:49AM
Name: Rosenfeld, Susan
Address: Art History/Box 951417
City: LA
State: CA
ZIP: 90095-1417

Organization: UCLA Dept.
Phone: 310825-37255-3725
Email: srxvrc@humnet.ucla.edu

Date Register: Dec 18 2002 11:48AM

Comment: I strongly urge the UC management to continue the BruinGo! program into the future. This is an important step for the university to take with regard to reducing traffic congestion within the vicinity of UCLA and a very worthy way for the university to contribute to reducing auto exhaust emissions which have both a negative local and global effect. As well this is an opportunity for our campus community to set an important example in promoting the use of public transit within the LA area in hopes that other institutions will make their contribution in kind. We can be part of the solution rather than contributing to the problem of urban traffic congestion, increased pollution within the LA basin and the further deterioration of the global climate.

296-1

Response to Comment Letter 296

E-mail from Susan Rosenfeld, dated December 18, 2002

Response to Comment 296-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPln

From: Patlan, Richard
Sent: Thursday, December 19, 2002 8:28 AM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 18 2002 9:50AM

Name: rosner, beth
Address: 3667 Jasmine Ave #7
City: LA
State: CA
ZIP: 90034

Organization:
Phone:
Email: brosnor@mednet.ucla.edu

Date Register: Dec 18 2002 9:50AM

Comment: The EIR's rejection of BruinGO as a traffic mitigation measure is completely at odds with the evaluations of BruinGO conducted by UCLA's traffic consultant and by UCLA's Institute of Transportation Studies. These evaluations found that faculty/staff transit ridership for commuting to campus increased by 134 percent, and solo driving decreased by 9 percent during BruinGO's first year. Students' transit ridership for commuting to campus increased by 43 percent, and solo driving decreased by 33 percent. An of course, BruinGo supports the environment, reduces pollution and traffic in the community, and is a nice perk for faculty, staff, and students at a time when fees are rising and salaries are not.

297-1

BruinGo should stay.

Sincerely,
Beth Rosner, Ph.D.

Response to Comment Letter 297

E-mail from Beth Rosner, dated December 18, 2002

Response to Comment 297-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPln

From: Patlan, Richard
 Sent: Thursday, December 19, 2002 8:28 AM
 To: EnvPln
 Cc: Mills, Stephen
 Subject: New comment on EIR website:

Datetime: Dec 18 2002 9:54AM
 Name: Saben, Jonathan
 Address: 11838 Dorothy St. #303
 City: Los Angeles\
 State: CA
 ZIP: 90049

Organization: none
 Phone:
 Email: saben2005@student.law.ucla.edu

Date Register: Dec 18 2002 9:54AM

Comment: I would like to voice my opinion in favor of Bruin GO. This is a valuable opportunity for UCLA to be an environmental steward regardless of what the long-term EIR states. Further, this is a valuable resource for students. By limiting parking permits, UCLA forces students on buses and that is a good thing. If UCLA decides to stop the BruinGO program then they should remove the restriction on parking permits and let anyone have them if they are willing to pay for them. I believe it is time for UCLA to be in-step with other UC campuses (i.e. UCSB) that boasts such programs.

298-1

Response to Comment Letter 298

E-mail from Jonathan Saben, dated December 18, 2002

Response to Comment 298-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPln

From: Patlan, Richard
Sent: Thursday, December 19, 2002 8:29 AM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 18 2002 11:48AM

Name: Saguy, Abigail
Address: 264 Haines Hall
City: Los Angeles
State: CA
ZIP: 90025

Organization: UCLA
Phone: 310794 4979
Email: saguy@soc.ucla.edu

Date Register: Dec 18 2002 11:48AM

Comment: I am writing to strongly urge you to make BruinGO permanent. Environmental pollution is a huge problem in LA. The evaluations of BruinGO conducted by UCLA's traffic consultant and by UCLA's Institute of Transportation Studies show that faculty/staff transit ridership for commuting to campus increased by 134 percent, and solo driving decreased by 9 percent during BruinGO's first year. Students' transit ridership for commuting to campus increased by 43 percent, and solo driving decreased by 33 percent.

299-1

I believe the university should strive to do all that it can to limit the pollution created by commuters, and BruinGo seems to be quite effective in this effort.

Sincerely,
Abigail Saguy
Assistant Professor
Sociology

Response to Comment Letter 299

E-mail from Abigail Saguy, dated December 18, 2002

Response to Comment 299-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPln

From: Patlan, Richard
Sent: Thursday, December 19, 2002 8:30 AM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 18 2002 3:52PM
Name: Sahadeva-Brooks, Usha
Address: 553 Palisades Dr.
City: Pacific Palisades
State: CA
ZIP: 90272

Organization:
Phone: 310206-6796
Email: usbrooks@humnet.ucla.edu

Date Register: Dec 18 2002 3:52PM

Comment: I believe UCLA should continue the Bruingo Program for all members of the UCLA community. Faculty, staff and students. I fact, those of us who opted to ride/use public transportation other than the blue buses should also be able to either get reimbursed for purchasing MTA bus passes or some sort of incentive provided for using public transportation.

300-1

Response to Comment Letter 300

E-mail from Usha Sahadeva-Brooks, dated December 18, 2002

Response to Comment 300-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Thursday, December 19, 2002 8:30 AM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 18 2002 5:49PM
Name: Sanson, David
Address: 1563 Brockton Ave Apt 9
City: LA
State: CA
ZIP: 90025

Organization: UCLA Philo
Phone: 310825-7487
Email: sanson@humnet.ucla.edu

Date Register: Dec 18 2002 5:46PM

Comment: It is appalling that you would consider not extending BruinGo. Without it, I (a poor grad student living on a TA salary) would have given in and applied for a parking permit long ago. With it, I have instead decided to leave my car at home, and take the bus to school.

Clearly the long term solution to parking problems at UCLA is increased use of mass transit. What do you plan to do, keep digging deeper holes, to put in more parking spaces?

David Sanson

301-1

Response to Comment Letter 301

E-mail from David Sanson, dated December 18, 2002

Response to Comment 301-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Thursday, December 19, 2002 8:29 AM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 18 2002 1:09PM
Name: Schraub, Jessica
Address: 1000 S. Westgate Ave, Apr. 418
City: Los Angeles
State: CA
ZIP: 90049

Organization:
Phone:
Email: jrschraub@yahoo.com

Date Register: Dec 18 2002 1:09PM

Comment: As a 1st year UCLA graduate student, I have made great use of the BruinGO program, taking the Big Blue Bus to commute to school almost daily. The difficulty of parking, heavy traffic congestion, combined with the BruinGO program encourage me to take the bus - a free, convenient, and environmentally-conscious way to travel. Without the freedom of this program, I believe that I, as well as many of my peers, will be inclined to pursue other travel options if necessary. I ask you to reconsider the discontinuation of this program, particularly for students who are generally living on loans.

302-1

Thank you,
Jessica Schraub

Response to Comment Letter 302

E-mail from Jessica Schraub, dated December 18, 2002

Response to Comment 302-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPin

From: Patlan, Richard
 Sent: Thursday, December 19, 2002 1:05 PM
 To: EnvPin
 Cc: Mills, Stephen
 Subject: New comment on EIR website:

Datetime: Dec 19 2002 11:54AM
 Name: Schwartz, Craig
 Address: 4238 Reed, 710 Westwood
 City: Los Angeles
 State: CA
 ZIP: 90025

Organization: UCLA Neuro
 Phone: 310825-7497
 Email: craig@loni.ucla.edu
 Date Register: Dec 19 2002 11:53AM

Comment: Dear Capital Programs evaluators,

I'm writing to oppose the recommendation of the Environmental Impact report (EIR) on the proposed Long Range Development plan (LRDP) that the BruinGo! program be discontinued.

I believe instead that the program should be substantially expanded and continued.

The intent of the LRDP, with respect to vehicle traffic, is to "reduce total parking demand" (4-13, page 47).

The EIR states that there are 25,169 parking spaces, and approximately 139,500 daily vehicle trips at present. Enrollment is projected to increase by about 4,000 students over the time considered by the LRDP.

In the discussions of the TDM program (intended to reduce parking demand) the EIR reports that the various alternatives tested have not been used (Chap. 4-13, page 47-48) because drivers prefer to park on campus. No mention is made of why these preferences continue.

It seems to me that the crux of the issue is habit. Our cultural habits are single driver automobile trips. Habits take time to change, even when supported by viable alternatives. It therefore seems shortsighted to discontinue the BruinGo! which, as far as I can tell, is already successful at what I consider the most important effect of the program: Changing our transportation habits.

The evaluations conducted by the UCLA Institute of Transportation Studies found that:

- * faculty/staff transit ridership for commuting to campus increased by 134 percent
- * faculty/staff solo driving decreased by 9 percent during BruinGO's first year
- * Students' transit ridership for commuting to campus increased by 43 percent.
- * Student solo driving decreased by 33 percent.

I realize that the EIR's basis for its evaluation is fairly strict, leading to the conclusion: "Transit subsidies for faculty and staff have previously been evaluated and have not been recommended because of the limited potential to reduce total parking demand." (page 4. 13-47).

I submit that this is a wrong metric - rather like trying to light a large, wet log on fire and blowing out tiny flame that catches in one dry corner because the flame's potential to reduce moisture is limited.

What is missing from the analysis is recognition that the problem's nature is fundamentally sociological.

An oft repeated quote says "There is nothing so powerful as an example"

303-1

BruinGo! is working. Our need to change our transportation habits will be served by strengthening what already works.

↑
303-1

Cordially yours,

Craig Schwartz
craig@loni.ucla.edu

p.s.

I use BruinGo! instead of driving to campus. When I was a student at UC Santa Cruz in the early 1980's I greatly benefited from a similiar program. I'm pleased to see UCLA finally getting on board.

Response to Comment Letter 303

E-mail from Craig Schwartz, dated December 19, 2002

Response to Comment 303-1

The University acknowledges the comments regarding the LRDP with respect to parking demand and the experience of the Transportation Demand Management program (in the 2002 LRDP Draft EIR), and acknowledges that the 2002 LRDP Draft EIR did not attempt to explain why commuters at UCLA continue to prefer to drive to campus in lieu of utilizing alternative transportation modes. While force of habit may partially explain the predisposition of commuters to use a vehicle, since not all UCLA faculty, staff, and students are long-term residents of Los Angeles, it is likely that a range of factors, including the availability and cost of parking, the cost of vehicle ownership, the convenience and cost of public transit, location of residence and student income all contribute to a decision of whether or not to seek a parking permit or to utilize an alternative means of commuting to campus. The University adopted a TDM program to encourage individuals to utilize alternative modes instead of single-occupant vehicles and the program has experienced substantial success, judged not only by the number of awards for the program, but by having met the Average Vehicle Ridership targets established by the South Coast Air Quality Management District. As noted in Topical Response A (BruinGo Program), the EIR did not reject continuation of the BruinGo program. The 2002 LRDP Draft EIR included PP 4.13-1(d), which commits the University to continue implementation of the TDM program, in an effort to identify cost-effective and attractive measures that will reduce parking demand and encourage use of alternative transportation modes.

EnvPin

From: Patlan, Richard
Sent: Thursday, December 19, 2002 8:29 AM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 18 2002 11:52AM

Name: Scruggs, Alayna

Address: 2139 Hershey Hall

City: Los Angeles

State: CA

ZIP: 90095

Organization:

Phone:

Email: layn32@hotmail.com

Date Register: Dec 18 2002 11:51AM

Comment: I would like to recommend that BruinGo be a permanent service for students and staff at UCLA. Since UCLA is not trying to help us all have access to parking, they owe us this free service. UCLA will not allow parking to be accessible to ALL students and staff, and I'm sure they collect millions of dollars each year from parking tickets. All I can say is that they owe us this free service. I do not understand how they can take it away in the first place. Once someone researches the way that parking permits are handed out, and what the percentage is of students who actually have parking on-campus, they can see that this service is much needed. I am a frequent user of the BruinGo service. The buses are always full so you cannot say that the service is going to waist. It's especially full now that they took away another parking lot (lot 31) accessible for parking. The parking situation is out of control. BruinGo is the beginning of an answer for our horrible parking situation.

304-I

Response to Comment Letter 304

E-mail from Alayna Scruggs, dated December 18, 2002

Response to Comment 304-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPln

From: Patlan, Richard
Sent: Thursday, December 19, 2002 8:30 AM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 18 2002 5:50PM
Name: seligmann, ARI

Address: 11655 Gorham
City: LA
State: CA
ZIP: 90049

Organization: UCLA AUD
Phone:
Email: res2u@ucla.edu

Date Register: Dec 18 2002 5:50PM

Comment: I was dismayed to learn recently that the BruinGO program may be canceled. I think that it is a great and responsible program. I hope that you will carefully consider the benefits of the program before eliminating such a valuable service.

305-1

Response to Comment Letter 305

E-mail from Ari Seligmann, dated December 18, 2002

Response to Comment 305-I

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Thursday, December 19, 2002 8:29 AM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 18 2002 1:19PM
Name: Simon, Justin
Address: 411 Kelton Ave.
City: LA
State: CA
ZIP: 90024

Organization: Earth and

Phone:

Email: jjsimon@ucla.edu

Date Register: Dec 18 2002 1:19PM

Comment: Please count this comment in support of BruinGO. Although I typically walk to and from UCLA, I find the BIG BLUE BUS incredibly useful for getting around/shopping/ getting to the airport, etc. and would be disappointed in the termination of BruinGO.

306-1

Response to Comment Letter 306

E-mail from Justin Simon, dated December 18, 2002

Response to Comment 306-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPln

From: Patlan, Richard
Sent: Thursday, December 19, 2002 8:28 AM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 18 2002 10:44AM
Name: Simon, Steven
Address: 11000 Kinross Av #245
City: LA
State: CA
ZIP: 90095

Organization: Art Dept.
Phone: 310206-6972
Email: sasimon@ucla.edu

Date Register: Dec 18 2002 10:43AM

Comment: BruinGO! should be continued and expanded. I take LADOT #573 to/from the San Fernando Valley at least twice a week and would appreciate your contacting LADOT to take part in this important program. Many students, staff and faculty benefit from BuinGO!

307-1

Response to Comment Letter 307

E-mail from Steven Simon, dated December 18, 2002

Response to Comment 307-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPin

From: Patlan, Richard
Sent: Thursday, December 19, 2002 8:28 AM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 18 2002 10:22AM
Name: Sinton, Seelig
Address: 1446 Brockton Ave. #5
City: Los Angeles
State: CA
ZIP: 90025

Organization:
Phone: 310445-9003
Email: seelig@ee.ucla.edu
Date Register: Dec 18 2002 10:22AM

Comment: I use the Big Blue Bus everyday to go to school. I also use the Big Blue Bus to go shopping or out to dinner in Westwood or Santa Monica since parking is difficult in both places. If the Big Blue Bus wasn't free, I probably wouldn't consider using it. I also do not apply for a parking permit because of the Bruin Go program. It's a shame that the program isn't in effect during the summer.

308-1

Response to Comment Letter 308

E-mail from Seelig Sinton, dated December 18, 2002

Response to Comment 308-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Thursday, December 19, 2002 8:30 AM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 18 2002 2:48PM

Name: son, jung

Address: 3172 s.barrington ave. #j

City: los angeles

State: CA

ZIP: 90066

Organization: dept. urba

Phone:

Email: jungwson@ucla.edu

Date Register: Dec 18 2002 2:48PM

Comment: BruinGo program should be continued. It contributes to reducing solo driving

309-1

Response to Comment Letter 309

E-mail from Jung Son, dated December 18, 2002

Response to Comment 309-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Thursday, December 19, 2002 8:28 AM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 18 2002 9:50AM

Name: Spear, Suzanne
Address: 2828 Stoner Ave.
City: Los Angeles
State: CA
ZIP: 90064

Organization: UCLA
Phone: 310235-9949
Email: sspear@ucla.edu

Date Register: Dec 18 2002 9:49AM

Comment: It would be a real shame not to continue the BruinGO program. It is one of the few progressive programs out there and is a real solution to the traffic and parking programs we face in this area. UCLA's parking situation is a disaster. The Blue Buses have been packed with students every time I take it. Students and staff at UCLA have so few benefits and our expenses are increasing. Don't take this one good benefit away from us!!

310-1

Response to Comment Letter 310

E-mail from Suzanne Spear, dated December 18, 2002

Response to Comment 310-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPln

From: Patlan, Richard
Sent: Thursday, December 19, 2002 11:55 AM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 19 2002 10:15AM
Name: Spencer, Jayne
Address: 300 Medical Building # 3330
City: Los Angeles
State: CA
ZIP: 90095

Organization: Tarjan Cen
Phone: 3102062626
Email: jspencer@ucla.edu

Date Register: Dec 19 2002 10:14AM

Comment: I urge Capital Programs to foster our links with the community and increase the availability of transportation for students away from campus. This would lighten the traffic and parking burdens the entire campus experiences. BruinGO must continue for students, faculty and staff. I am a lecturer and know that many of my students value the service. The majority of them work 20 hours or more per week. Any assistance that allows them to spend less on transportation is literally money for food, books, and other course materials. With the fees for students rising next quarter by \$135, we must assist them in any way possible. UCLA often does not help students in substantive ways, while stating such and such is covered by fees--BruinGO must continue--

311-1

Response to Comment Letter 311

E-mail from Jayne Spencer, dated December 19, 2002

Response to Comment 311-I

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPln

From: Patlan, Richard
Sent: Thursday, December 19, 2002 8:30 AM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 18 2002 3:59PM
Name: Sullivan, Eileen
Address: 1616 Armacost Ave #2
City: Los Angeles
State: CA
ZIP: 90025

Organization:
Phone:
Email: esullivan@mednet.ucla.edu

Date Register: Dec 18 2002 3:58PM

Comment: I am very disappointed that UCLA is considering discontinuing the BruinGO program. The traffic situation in Westwood is horrendous. Anything that can be done to alleviate it in any way is very important. The problems associated with the high traffic are many: crowdedness; noisiness; air pollution; a general feeling of angst and frustration for all who have to contend with such traffic, making everyone on the street more anxious and impatient and less careful, increasing the likelihood of accidents and danger to pedestrians and bicyclists as well as motorists. Anything we can do to encourage use of public transportation to reduce the amount of traffic is laudable, and I feel that the BruinGO program is a commendable way to do this. Removing this program would be a big mistake.

312-1

Sincerely,

Eileen Sullivan

Response to Comment Letter 312

E-mail from Eileen Sullivan, dated December 18, 2002

Response to Comment 312-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPln

From: Patlan, Richard
Sent: Thursday, December 19, 2002 8:30 AM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 18 2002 2:47PM
Name: Tan, Pei Pei
Address: 1817 N. Fuller Ave. Apt. 103
City: Los Angeles
State: CA
ZIP: 90046

Organization:
Phone:
Email: peipei@law.ucla.edu

Date Register: Dec 18 2002 2:47PM

Comment: BruinGo should definitely be on a permanent basis. I and others use it all the time. Thanks for allowing us to give our input.

313-1

Response to Comment Letter 313

E-mail from Pei Pei Tan, dated December 18, 2002

Response to Comment 313-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Thursday, December 19, 2002 8:29 AM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 18 2002 12:14PM
Name: Tejero, Judy
Address: 760 Westwood Plaza, Box 62
City: Los Angeles
State: CA
ZIP: 90024

Organization: UCLA
Phone: 310206-1823
Email: judyt@ucla.edu

Date Register: Dec 18 2002 12:14PM

Comment: I would like to express my support for the continuation of the BruinGo program. As a UCLA staff member and a student, I have used the service many times, and I know of many other students and some staff who, since the program started, use the service rather than driving to campus. Traffic and parking at UCLA is horrendous and extremely insufficient as it is, and we need to do all we can to offer transportation alternatives to the UCLA community. Discontinuing the program seems like a step backwards.

314-1

Thank you.

Response to Comment Letter 314

E-mail from Judy Tejero, dated December 18, 2002

Response to Comment 314-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Thursday, December 19, 2002 8:31 AM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 18 2002 8:40PM

Name: Viola, Nicole

Address: 720 S. Stanley Ave.

City: Los Angeles

State: CA

ZIP: 90036

Organization:

Phone:

Email: nickyviola@hotmail.com

Date Register: Dec 18 2002 8:40PM

Comment: As a graduate student at UCLA and a current beneficiary of BruinGO, I strongly recommend making the program permanent. Thanks to BruinGO I only take public transportation to school.

315-1

Response to Comment Letter 315

E-mail from Nicole Viola, dated December 18, 2002

Response to Comment 315-I

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPln

From: Patlan, Richard
Sent: Thursday, December 19, 2002 1:05 PM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 19 2002 12:54PM

Name: Wald, Carol
Address: 1021 18th St., Apt. F
City: Santa Monica
State: CA
ZIP: 90403

Organization:

Phone:
Email: wald@humnet.ucla.edu

Date Register: Dec 19 2002 12:53PM

Comment: I am a UCLA graduate student who often uses BruinGo to get to campus, as does my roommate. I strongly contest the EIR's rejection of BruinGo as a traffic mitigation measure. The EIR's rejection of BruinGO is completely at odds with the evaluations of BruinGO conducted by UCLA's traffic consultant and by UCLA's Institute of Transportation Studies. These evaluations found that faculty/staff transit ridership for commuting to campus increased by 134 percent, and solo driving decreased by 9 percent during BruinGO's first year. Students' transit ridership for commuting to campus increased by 43 percent, and solo driving decreased by 33 percent. Nevertheless, the EIR recommends that BruinGO should not be continued for faculty and staff, and it does not even mention the option of continuing BruinGO for students. BruinGo has completely changed my driving habits. I know many other students who depend on the bus to get to campus. It is imperative that BruinGo be funded permanently.

316-1

Sincerely,

Carol Ann Wald
UCLA Department of English

Response to Comment Letter 316

E-mail from Carol Wald, dated December 19, 2002

Response to Comment 316-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Thursday, December 19, 2002 11:55 AM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 19 2002 11:04AM

Name: wang, meiyng

Address: 3281 sepulveda blvd

City: losangeles

State: CA

ZIP: 90034

Organization: Tian xia,X

Phone: 310825-7511

Email: wangmy1@yahoo.com

Date Register: Dec 19 2002 11:03AM

Comment: BruinGo should be continued for faculty ,staff and students.

317-1

Response to Comment Letter 317

E-mail from Meiyang Wang, dated December 19, 2002

Response to Comment 317-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Thursday, December 19, 2002 8:30 AM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 18 2002 4:16PM
Name: Wartian, Nikki
Address: 3250 Public Policy Bldg
City: Los Angeles
State: CA
ZIP: 90095

Organization: Dept of So
Phone:
Email: aaubuchon@hotmail.com

Date Register: Dec 18 2002 4:02PM

Comment: BruinGO is an essential program and should not be discontinued. My husband and I live in Santa Monica and utilize this program to commute to UCLA. It is not feasible for each of us to have a parking permit, and our schedules do not coincide. BruinGO is a vital program for us and for others who choose to ride the bus to campus. In addition, many people who do not have their own vehicle must take public transportation and rely on BruinGO to get to and from work or school. If you decide to discontinue this program, it will affect over 1,000 people. Those who choose to take public transportation will likely decide to purchase a parking permit. This will make spare parking spaces even scarcer, and the University will not be able to sell those to daily visitors at a higher rate. Simply put, BruinGO is a valuable program for the University, faculty, staff, and students and should be continued.

318-1

Response to Comment Letter 318

E-mail from Nikki Wartian, dated December 18, 2002

Response to Comment 318-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Thursday, December 19, 2002 8:29 AM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 18 2002 10:54AM

Name: wilson, veronica

Address: 11816 jouett street

City: lake view terrace

State: CA

ZIP: 91342

Organization: school of

Phone: 310825-2459

Email: wilsonv@law.ucla.edu

Date Register: Dec 18 2002 10:53AM

Comment: RE: SHOULD BRUINGO BE MADE PERMANENT?

I am writing to comment on the (draft) EIR for UCLA's 2002 long range development plan, and to solidify my support to make BruinGo a permanently funded program on our campus.

The EIR statement concerning the elimination of the transit subsidy for faculty and staff seems to defeat the campus-wide mandate to support public and alternative transportation options for the UCLA community. As a former solo driver, I happily park my car at a CALTRANS Park & Ride in support of BruinGo and in support of the many outcries formulated by students. Most students find it difficult to locate parking and make it to class on time after 9am.

I am a much happier employee now that I've given up my commute to campus, and find the shift to the public transit system worthwhile. I should note that as a recruitment tool, BruinGo has assisted departments to secure positions with international and out-of-state students and faculty.

Please reconsider the language used in the draft to eliminate the transit subsidy for faculty, staff and students.

Veronica Wilson
Director of Financial Aid - Law

319-1

Response to Comment Letter 319

E-mail from Veronica Wilson, dated December 18, 2002

Response to Comment 319-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Thursday, December 19, 2002 1:05 PM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 19 2002 12:50PM

Name: Wu, Christina

Address: 11645 Chenault Street #210

City: Los Angeles

State: CA

ZIP: 90049

Organization:

Phone:

Email: wuc@2004.law.ucla.edu

Date Register: Dec 19 2002 12:50PM

Comment: Please continue use of BruinGo for students and faculty. Transit riding has increased substantially and solo driving has decreased since the implementation of BruinGo. It has made transit riding a more affordable and more appealing option to students.

320-1

Response to Comment Letter 320

E-mail from Christina Wu, dated December 19, 2002

Response to Comment 320-I

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPin

From: Patlan, Richard
Sent: Thursday, December 19, 2002 8:29 AM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 18 2002 1:47PM
Name: Yakowitz, Jane
Address: 1833 Corinth #10
City: Los Angeles
State: CA
ZIP: 90025

Organization:
Phone:
Email: yakowitz2005@student.law.ucla.edu
Date Register: Dec 18 2002 1:46PM
Comment: Hello,

I'm a first year student at UCLA's law school. I ride the Big Blue Bus every day to UCLA, and the bus is always packed. Although having to stand for the trip can be frustrating, I was proud that UCLA had the good sense to provide free public transportation to help cut down on pollution, as well as parking headaches. I imagine that if students have to pay \$1.50 (75 cents each way) to get to school, they will be deterred from using the bus as often, or at all. At the margins, students might decide they'd rather drive themselves and struggle to find a parking spot at school than pay for public transit. I hope that UCLA does not decide to do away with this service.

I'd also like to point out that if UCLA's decision to discontinue Big Blue Bus service to students is based on unmet expectations in the statistics, frequently bus drivers who are in a hurry and have a heavy load will tell students not to slide their UCLA cards. Especially bus drivers that start at the UCLA terminal encourage students to enter without sliding their cards in order to save time. This has happened to me about once a week, on average.

Finally, \$1.50 per day in extra expenses will be a weighty expense for many students who are on financial aid. This will have a bad effect on students who might spend less money on food and school supplies as a result, and also might effect the business of UCLA's on-campus food courts and stores.

I urge you to consider extending the contract with the BruinGo. Please feel free to contact me for further information.

Thank you,
Jane

321-

Response to Comment Letter 321

E-mail from Jane Yakowitz, dated December 18, 2002

Response to Comment 321-I

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Thursday, December 19, 2002 8:30 AM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 18 2002 6:22PM

Name: yu, nina
Address: 3230 overland ave
City: los angeles
State: CA
ZIP: 90034

Organization:

Phone:
Email: ninayu@ucla.edu

Date Register: Dec 18 2002 6:21PM

Comment: please keep BruinGo program. it is essential to the students who do can not get parking permits..

nina

322-1

Response to Comment Letter 322

E-mail from Nina Yu, dated December 18, 2002

Response to Comment 322-I

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPin

From: Patlan, Richard
Sent: Friday, December 20, 2002 11:00 AM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 19 2002 5:39PM
Name: Alagona, Pete
Address: 1608 Andalusia
City: Venice
State: CA
ZIP: 90291

Organization:
Phone: 310977-8111
Email: petea@ucla.edu

Date Register: Dec 19 2002 5:38PM

Comment: Please keep BruinGo for faculty, staff, and students. Transportation services should not simply be "Parking Services".

323-1

Response to Comment Letter 323

E-mail from Pete Alagona, dated December 19, 2002

Response to Comment 323-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPln

From: Patlan, Richard
Sent: Friday, December 20, 2002 4:46 PM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 20 2002 4:14PM
Name: Atkinson, Daniel
Address: 3123 Malcolm Ave
City: Los Angeles
State: CA
ZIP: 90034

Organization: UCLA Emeri
Phone: 310474-8016
Email: dea@ucla.edu

Date Register: Dec 20 2002 4:12PM

Comment: As Chair of the Welfare Committee of the UCLA Emeriti Association and on behalf of the approximately 1000 members of the Association, I urge the retention of the BruinGo bus subsidy program.

While most of our members no longer commute on a daily basis to campus, many do remain active in research, teaching, and University service of many kinds and therefore are on campus several times a week. Some of our members are reluctant to drive or unable to drive because of the infirmities of age. The bus is for them the only means of campus access.

The extent of use of BruinGo by our members is obviously small in comparison with use by students, active faculty, and staff, but we request that when considering the future of the program you take the special situation of retirees who do use it into account.

324-1

Response to Comment Letter 324

E-mail from Daniel Atkinson, dated December 20, 2002

Response to Comment 324-1

The University acknowledges the potential convenience of the BruinGo pilot program for emeriti faculty, and will consider this convenience in determining the future fate of the program. Refer also to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPln

From: Patlan, Richard
 Sent: Friday, December 20, 2002 1:56 PM
 To: EnvPln
 Cc: Mills, Stephen
 Subject: New comment on EIR website:

Datetime: Dec 20 2002 11:24AM

Name: Berglund, Ginger

Address: UCLA/MBA Program Office

City: Los Angeles

State: CA

ZIP: 90095-1481

Organization: MBA Progra

Phone: 68705

Email: ginger.berglund@anderson.ucla.edu

Date Register: Dec 20 2002 11:04AM

Comment: The BruinGo program is especially effective for our grad students. First year MBAs often rent near campus, and are excluded from being offered parking, in spite of their upper class status and nature of the work on and off campus that their degrees require. UCLA construction this year has made our lives more difficult (because of lack of parking spaces to offer), and this affects not only MBAs but administrators having to deal with them. At least, BruinGo is a reasonable conciliatory offer.

The same is true of my International Exchange Program participants - 70 MBAs here annually for only one quarter on a tuition reciprocity basis. They especially cannot afford to drive and most use the BruinGo opportunity and are grateful. It makes UCLA appear to care about the environment.

UCLA should have long ago invested in a monorail system.

My impression is that premium parking rates are a clear money maker for the University, so that seems to be (unfortunately) what UCLA will be investing in. If the BruinGo program is dropped, this will be even more the general impression.

How can I more strongly urge you to continue the BruinGo program? The encouragement to use the bus system should alone speak volumes for UCLA's good intentions and efforts in good faith to address the auto crowding issues which clearly challenge our campus.

If I lived in the west LA area, I would be using it.

Thanks to the person who forwarded the email about this opportunity to speak up in favor of BruinGo. Was notice sent to our general MBA population in time for comments? I did not receive the communication from your Capital Programs at all, nor in time to forward to students from the person who did have the courtesy to send it to me.

Regards,

Ginger Berglund, x68705
 Assistant Director, Student Affairs
 MBA Program Office

325-1

325-2

Response to Comment Letter 325

E-mail from Ginger Berglund, dated December 20, 2002

Response to Comment 325-1

The University acknowledges the convenience of public transit for those students who do not commute regularly to campus, and thus may not receive a parking permit. As discussed in Response to Comment 41-1, even without BruinGo, the cost of commuting via public transit is substantially less expensive than a single-occupant vehicle, for those that come to campus regularly. With a daily parking permit currently priced at \$7 per entry, this is also true for those who only occasionally commute to campus. The price of parking permits is intended to fully recover the costs of operating the parking system, including operating costs, debt service, and alternative transportation programs. Refer also to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

Response to Comment 325-2

Under CEQA, the Lead Agency is required to provide public notice of the draft EIR. Notice shall be provided to all organizations and individuals who have previously requested such notification. Notice shall also be given via publication of notification in a newspaper of general circulation in the area affected by the project, posting of the notification on and off the project site, and/or direct mailing to the owners and occupants of property directly contiguous to the parcel or parcels on which the project is located. See *CEQA Guidelines* Section 15087 (Public Review of Draft EIR). Neither the *CEQA Guidelines* nor the *University of California CEQA Handbook* requires notification of the general University population, and the University complied with CEQA requirements in providing public notice of the availability of the 2002 LRDP Draft EIR.

While it is not required nor is it feasible to notify every UCLA student of the status of the environmental review process for individual campus projects, all information pertaining to the environmental review is available online at <http://www.capital.ucla.edu>, or by calling the UCLA Capital Programs office. Information available on the website includes the environmental review timeline and copies of all applicable documents (e.g., 2002 LRDP Draft EIR, Notice of Preparation, Community Meeting Notice, etc.). Locations of hard copies of the documents are also provided on the website along with a map of these locations. Individuals interested in campus planning efforts and environmental review of specific projects may obtain up to date information from the above-referenced website.

EnvPin

From: Patlan, Richard
Sent: Friday, December 20, 2002 11:00 AM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 20 2002 6:01AM
Name: Burke, Patrick J.
Address: 886 Hilgard Ave #314
City: Los Angeles
State: CA
ZIP: 90024

Organization: UCLA Disab
Phone: 310206-6004
Email: burke@ucla.edu

Date Register: Dec 20 2002 5:59AM

Comment: I wish to write in support of continuing the BruinGo! transportation subsidy program for UCLA faculty, staff and students.

I would encourage consideration of the evaluations of BruinGO conducted by UCLA's traffic consultant and by UCLA's Institute of Transportation Studies, which found BruinGo! to be an effective means of mitigating both traffic congestion and parking pressure.

For me personally as a UCLA employee with a disability, the BruinGo! program has given me greater flexibility in planning my travel to and from campus, as well as in the surrounding area served by the Santa Monica bus system. This has enabled me to participate more fully in the life of the community. It also offers me greater flexibility in my choice of housing by making simplifying transportation for me over such a large geographic area.

The BruinGo! program should not only be allowed to continue, it should be expanded as part of UCLA's long-term transportation strategy.

Sincerely,

Patrick J. Burke

326-1

Response to Comment Letter 326

E-mail from J. Burke, dated December 20, 2002

Response to Comment 326-I

The University acknowledges that the BruinGo pilot program may have increased the convenience of transit ridership for participants. However, there is no evidence that discontinuation of BruinGo would result in the reduction or elimination of public transit service to the UCLA campus. Thus, public transit from the SMMBL service area would remain as a viable transportation alternative, even if BruinGo is not maintained. Refer also to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPln

From: Patlan, Richard
Sent: Friday, December 20, 2002 11:00 AM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 19 2002 5:20PM
Name: Chappell, Stephen
Address: 3722 Castle Rock Road
City: Diamond Bar
State: CA
ZIP: 91765

Organization: Dept of Hi

Phone:

Email: clem@ucla.edu

Date Register: Dec 19 2002 5:19PM

Comment: I am absolutely appalled that Bruingo is slated for cancellation. It is a very short-sighted decision which will cut short an important public service on which many of us rely. To those of us who are students it will seem one more indication that the university is only interested in exploiting us financially.

327-1

Response to Comment Letter 327

E-mail from Stephen Chappell, dated December 19, 2002

Response to Comment 327-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Friday, December 20, 2002 1:56 PM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 20 2002 11:30AM

Name: Collins, Natalie

Address: 921 21st Street #A

City: Santa Monica

State: CA

ZIP: 90403

Organization: UCLA

Phone: 310794-9237

Email: ncollins@ucla.edu

Date Register: Dec 20 2002 11:29AM

Comment: Discontinuing Bruin Go would be a terrible idea. Encouraging students, faculty, and staff to utilize public transportation is a good decision for the university and the city of Los Angeles. Without an incentive to use public buses, university affiliates will be more inclined to use their cars, adding to the already burdensome problems of traffic, pollution, and parking. UCLA, as one of the leading educational institutions needs to be at the forefront of promoting environmentally progressive options, which in turn will ameliorate urban planning problems. If UCLA doesn't continue the Bruin Go program, the city will continue to decline, adversely affecting living conditions in Los Angeles and academic progress at UCLA.

328-1

Response to Comment Letter 328

E-mail from Natalie Collins, dated December 20, 2002

Response to Comment 328-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPin

From: Patlan, Richard
Sent: Friday, December 20, 2002 4:46 PM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 20 2002 4:12PM
Name: Chu, Pauline
Address: 110 Westwood Plaza
City: Los Angeles
State: CA
ZIP: 90095

Organization: UCLA Exec
Phone:

Email: pauline.chu@anderson.ucla.edu

Date Register: Dec 20 2002 4:11PM

Comment: BruinGo is a fantastic program, which I have taken advantage of. Please do not let it go!! If we are going to work together to curb UCLA traffic and parking issues, we need to continue this project. Thank you for hearing me out.

329-1

-Pauline, UCLA Staff member and alumna '00

Response to Comment Letter 329

E-mail from Pauline Chu, dated December 20, 2002

Response to Comment 329-I

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

Kaufman, Lynn

From: Mills, Stephen
Sent: Friday, December 20, 2002 4:38 PM
To: Kaufman, Lynn; Zacuto, Curtis
Cc: Lelah, Tova
Subject: "Problem" with website comments

FYI,
I tried to get into contact with Lindsey for a second time. She is out of the office.

It turns out that her problem problems is a web design / user issue.
-50% user issue since she did not read or follow the instruction in filling out the form.
-50% design issue in that the registered user box right is above the new user box. When you fill out both sections (registered user & new user) you are going to get an error message.
It seems that Lindsey was not the only one. Others seem to have realized what was going on and deleted their email from the registered user box.

Next time around I will design it different.

Stephen

—Original Message—

From: Zaima, Carole
Sent: Thursday, December 19, 2002 6:48 AM
To: Mills, Stephen
Subject: FW: Capital Programs Website Feedback
Importance: High

Stephen,

Would you call Lindsey and walk her (him?) through the registration process? As you know, the deadline is 5pm Friday, so probably best to call her (him?) this morning. Thank you.

Carole

—Original Message—

From: Lindsey Daltro-Schram [mailto:lindsey@international.ucla.edu]
Sent: Wednesday, December 18, 2002 9:59 AM
To: Zaima, Carole
Subject: Capital Programs Website Feedback

I have been trying to submit comments online in regards to BruinGo. Although I have entered all of the required field, it does not process my comments and keeps telling me to enter all required fields. Please advise, since I want my comments to be read.

330-1

=====
Lindsey Daltro-Schram
UCLA Education Abroad Program Counselor
Denmark, France, Germany, Hungary, The Netherlands, Russia, Sweden,
Turkey, Egypt, India
e-mail: lindsey@international.ucla.edu
phone: (310) 825-2770
fax: (310) 794-4428
website: http://www.international.ucla.edu/eap

Response to Comment Letter 330

E-mail from Lindsey Daltro-Schram, dated December 19, 2002

Response to Comment 330-1

Refer to Response to Comment 37-1 concerning difficulty with online comments. Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Friday, December 20, 2002 11:01 AM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 20 2002 8:56AM
Name: Dicks, Scott
Address: 4-230 Factor Building
City: Los Angeles
State: CA
ZIP: 9009

Organization: UCLA, Scho
Phone: 310825-9143
Email: sdicks@sonnet.ucla.edu
Date Register: Dec 20 2002 8:56AM

Comment: I would like to see the BruinGO become permanent. While I could purchase a second car and drive to work at UCLA I have decided to ride the bus. The bus does have a certain set of problems associated with it (sometimes crowded, sometimes late, slow, may smell bad). The free ride (3 out of the 4 quarters) does somewhat offset the hassel of bus ridership. It just seems from my prospective that the BruinGO is a well liked and well used program and I personally would like to see it continued.

331-1

Response to Comment Letter 331

E-mail from Scott Dicks, dated December 20, 2002

Response to Comment 331-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPin

From: Patlan, Richard
Sent: Friday, December 20, 2002 11:00 AM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 19 2002 8:27PM

Name: Dijamco, Angeline

Address: 1005 S. Barrington Ave. #4

City: Los Angeles

State: CA

ZIP: 90049

Organization: UCLA

Phone: 310968-2252

Email: adjjamco@ucla.edu

Date Register: Dec 19 2002 8:27PM

Comment: I rely on BruinGo to get to and from UCLA, as do many of my friends and colleagues. If BruinGo is discontinued, there will be a tremendous increase in parking congestion and complaints.

332-1

Response to Comment Letter 332

E-mail from Angeline Dijamco, dated December 19, 2002

Response to Comment 332-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPln

From: Patlan, Richard
Sent: Friday, December 20, 2002 1:56 PM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 20 2002 11:15AM
Name: Du, Zeying
Address: 3150 Sawtelle Blvd, Apt 304
City: Los Angeles
State: CA
ZIP: 90066

Organization: UCLA/Medic
Phone: 310825-7511-
Email: zeyingdu@mednet.ucla.edu

Date Register: Dec 20 2002 11:14AM

Comment: Bruingo helps us to save parking lots and save time on the jounal to woeking place. BruinGo is a very good programm. We highly expect that BruinGo can be permanent.

333-1

Response to Comment Letter 333

E-mail from Zeying Du, dated December 20, 2002

Response to Comment 333-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPin

From: Patlan, Richard
Sent: Friday, December 20, 2002 11:01 AM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 20 2002 10:40AM

Name: Dudukovic, Nicole

Address: 1511 Yale St., Apt. F

City: Santa Monica

State: CA

ZIP: 90404

Organization: graduate s

Phone:

Email: nicoled@ucla.edu

Date Register: Dec 20 2002 10:40AM

Comment: I have used BruinGO almost every working day for the past two years, and I think it would be a big mistake to terminate the program. It would definitely be a step in the wrong direction to encourage students and faculty to drive to school, fill up already over-crowded parking facilities, and pollute the environment rather than taking public transportation.

334-1

Response to Comment Letter 334

E-mail from Nicole Dudukovic, dated December 20, 2002

Response to Comment 334-I

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPln

From: Patlan, Richard
Sent: Friday, December 20, 2002 11:00 AM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 19 2002 10:01PM
Name: Erenea, Darlene
Address: 3650 Greenfield Ave, Apt 2
City: Los Angeles
State: CA
ZIP: 90034

Organization:
Phone:
Email: erehead@hotmail.com

Date Register: Dec 19 2002 10:00PM

Comment: UCLA BruinGo is an essential program that reduces traffic congestion and promotes the use of mass transit by a great majority of UCLA students, faculty, and staff. I have used the BruinGo Blue Bus for the past 2 years and I don't ever feel that I need to drive to school. As a student, my funds are extremely limited, and the BruinGo program allows me to get to school in a free and safe way. It is pertinent that UCLA make the BruinGo program permanent. If UCLA does not, a series of urban problems including traffic congestion and illegal parking in residential neighborhoods will certainly result.

335-1

Response to Comment Letter 335

E-mail from Darlene Erenea, dated December 19, 2002

Response to Comment 335-I

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPin

From: Patlan, Richard
Sent: Friday, December 20, 2002 11:00 AM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 19 2002 9:50PM
Name: Falzareno, Kathryn
Address: 1234 Armacost Ave
City: LA
State: CA
ZIP: 90025

Organization: UCLA
Phone:
Email: kfalz@ucla.edu

Date Register: Dec 19 2002 9:49PM

Comment: Please be advised that the information on the UCLA BruinGO program is inaccurate and misleading. This transport program is essential to reduction of the transportation overload on the UCLA campus, and is a priceless resource for students/faculty/staff unable to afford parking or unwilling to contribute to the pollution and congestion problems in the LA area. IF this program is discontinued, it will have a massive negative impact on the campus as a whole and the student/faculty/staff community at large. Please reconsider the permanence of BruinGO, and its positive effect on both the campus and environmental communities. Thank you.

336-1

Response to Comment Letter 336

E-mail from Kathryn Falzareno, dated December 19, 2002

Response to Comment 336-1

This comment does not identify what would comprise the “massive negative impact” that would result from the discontinuation of the BruinGo program and how this purported negative impact would affect the campus as a whole or faculty/staff and students. Thus, it is not possible to respond to this specific comment. It should be noted that there is no evidence that any discontinuation of BruinGo would result in the reduction or elimination of public transit service to the UCLA campus. Thus, public transit would remain as a viable commuting alternative for students, faculty, and staff. Refer also to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Friday, December 20, 2002 11:01 AM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 20 2002 10:45AM
Name: Fish, Kate
Address: 3516 Sawtelle Bl #217
City: Los Angeles
State: CA
ZIP: 90066

Organization:
Phone:
Email: fishkate@hotmail.com

Date Register: Dec 20 2002 10:44AM

Comment: I think that the BruinGO program is terrific and should absolutely be continued for UCLA students! I decided not to buy a car or a parking pass and I take the bus every day. This has been working out great and after talking to a lot of other students who are frustrated with the traffic and parking situation on campus, some others have decided to leave their cars at home and take the bus next quarter. Please contiuue this program!!!! Thank you!!

337-1

Response to Comment Letter 337

E-mail from Kate Fish, dated December 20, 2002

Response to Comment 337-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPln

From: Patlan, Richard
 Sent: Friday, December 20, 2002 4:46 PM
 To: EnvPln
 Cc: Mills, Stephen
 Subject: New comment on EIR website:

Datetime: Dec 20 2002 4:27PM
 Name: Fisher, Jason
 Address: 417 Ocean Park Blvd. Unit: B
 City: Santa Monica
 State: CA
 ZIP: 90405
 Organization:
 Phone: 310452-9552
 Email: stormplot@hotmail.com
 Date Register: Dec 20 2002 4:26PM
 Comment: UCLA Capital Programs 12/20/02
 Attn: Environmental Planning
 1060 Veteran Avenue
 Los Angeles, CA 90095-1405

RE: Comments regarding transportation issues addressed in the Environmental Impact Report for UCLA's proposed Long Range Development Plan

Dear Capital Programs Correspondents,

As a student, cyclist, and rainy day bus rider, I feel I have an obligation to give my opinions on the EIR for UCLA's proposed Long Range Development Plan. It is my hope that certain parts of the EIR get reevaluated, and more steps will be taken to further mitigate traffic and air pollution problems around UCLA.

BRUIN GO:

Discontinuing BruinGo is a big mistake. Many students (especially graduate students unable to afford the ridiculously high rents in Westwood) rely upon the free bus service to balance the heavy financial burdens associated with living in Southern California.

As far as the EIR claim that BruinGo is ineffective in mitigating traffic, you should seriously look at the validity of your study. I see and know of a large number of students taking the bus each day (overcrowding on the bus is an all too common occurrence). I know for a fact that most of these students have vehicles and would drive them to school if it were not for the free transportation offered by BruinGo.

CYCLING IMPROVEMENTS:

I ride my bike to school from Santa Monica almost every day (a 45 minute commute). The cycling transportation infrastructure (e.g. width of bike lanes, bike paths, number of roads with bike lanes) in Los Angeles is horrible. However, in a world where environmental degradation is accelerating at an uncontrollable rate; I feel it is my civic duty to ride each and every day. So when I finally do make it to school I am not completely surprised to find a campus extremely unfriendly to cyclists. The absolute lack of bike paths on campus is a joke. Walking your bike on such a large campus really takes away from the appeal of using a bike in the first place. How about transportation corridors just for bikes? Commuting cyclists could also use showering and locker facilities (North and South campus) geared toward the pedaling commuters.

Thank you for listing to my comments.

Sincerely,
 Jason Fisher
 Ph.D. Student
 Civil and Environmental Engineering
 Email: stormplot@hotmail.com
 Phone: 310-452-9552

338-1

338-2

Response to Comment Letter 338

E-mail from Jason Fisher, dated December 20, 2002

Response to Comment 338-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

Response to Comment 338-2

Refer to Topical Response D (Bicycle Commuting Conditions and Facilities) for a discussion of on-campus bicycling conditions and facilities and refer to Response to Comment 26-3 regarding designated bike paths only on campus and locker and shower facilities.

From: Patlan, Richard
Sent: Friday, December 20, 2002 11:01 AM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 20 2002 10:27AM

Name: Foley, Elizabeth

Address: 1663 Veteran Ave

City: Los Angeles

State: CA

ZIP: 90024

Organization: UCLA

Phone: 310825-3611

Email: foley@psych.ucla.edu

Date Register: Dec 20 2002 10:26AM

Comment: I wanted to make a quick comment about the BruinGo program. As an avid user of the program, I wanted to stress the importance of its continuance. As a graduate student, I, (and my colleagues) am eligible for parking on campus, yet a great number of us still choose to use the BruinGo program as an alternative to adding more cars to the problematic parking situation here at UCLA. As we prepare for tidal wave 2, and the huge influx of students that will be in attendance over the next few years, shouldn't we be looking for more ways to make this transition easier? More students will require more faculty to teach, more custodial staff to keep the campus in working order, more staff in general to accommodate these new students. A program such as BruinGo can help alleviate what I am sure will be a parking nightmare in the future. While I am fully aware that BruinGo is not the panacea to all of the parking program's current, and future woes, it can definitely help. I am not writing in desperation of saving a program which I have patronized all three years is has been working, for I am one of the lucky few who are guaranteed parking if I want it, I am writing for all the people who, like me would rather concede to someone who needs that parking more than I, and who does not have the option of the BruinGo program.

339-1

Response to Comment Letter 339

E-mail from Elizabeth Foley, dated December 20, 2002

Response to Comment 339-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Friday, December 20, 2002 11:00 AM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 19 2002 10:31PM
Name: Garmoe, Kimberly
Address: 1137 11th St
City: Santa Monica
State: CA
ZIP: 90403

Organization:
Phone:
Email: kgarmoe@ucla.edu

Date Register: Dec 19 2002 10:30PM

Comment: I strongly urge the UC management to continue the BruinGo! program into the future. This is an important step for the university to take with regard to reducing traffic congestion within the vicinity of UCLA and a very worthy way for the university to contribute to reducing auto exhaust emissions which have both a negative local and global effect. As well this is an opportunity for our campus community to set an important example in promoting the use of public transit within the LA area in hopes that other institutions will make their contribution in kind. We can be part of the solution rather than contributing to the problem of urban traffic congestion, increased pollution within the LA basin and the further deterioration of the global climate.

340-1

Kimberly Garmoe

Response to Comment Letter 340

E-mail from Kimberly Garmoe, dated December 19, 2002

Response to Comment 340-I

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Friday, December 20, 2002 4:46 PM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 20 2002 3:33PM

Name: Garnett, David

Address: 3160 Barrington #K

City: Los Angeles

State: CA

ZIP: 90066

Organization:

Phone:

Email: nia20001@msn.com

Date Register: Dec 20 2002 3:33PM

Comment: I can't stress to you enough the importance of the BruinGo program for me and my family's life. Living in the graduate family housing, this is my 3rd year at UCLA and I have been riding BBB for all 3 years. I chose not to own a car and have not only saved UCLA potential parking space but am reducing environmental impacts as well. I appreciate UCLA's encouragement of using mass transportation. Until I came to school here, I had never been a bus rider. My eyes have been opened to the strength and need for mass transportation as well as its efficiency. With my limited income, the BruinGo program has made my time at UCLA that much less stress-free. I feel proud to be able to tell people that I've never parked on campus and can live in LA without a car. (of course, my wife has one that I occasionally use) As the continuation of the program may be a matter of cost for the university, I as may other riders, would be willing to pay say 25 cents of the total fare. I hope that the BruinGo program is not eliminated for I believe it serves not only UCLA's best interests but serves a greater social, cultural and environmental good as well.

A loyal and thankful transit program rider,
David Garnett (Barrington Apts.)

341-1

Response to Comment Letter 341

E-mail from David Garnett, dated December 20, 2002

Response to Comment 341-I

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
 Sent: Friday, December 20, 2002 11:00 AM
 To: EnvPin
 Cc: Mills, Stephen
 Subject: New comment on EIR website:

Datetime: Dec 19 2002 10:57PM
 Name: Given, Suzan
 Address: 417B Ocean Park Blvd.
 City: Santa Monica
 State: CA
 ZIP: 90405

Organization:

Phone:

Email: segiven@ucla.edu

Date Register: Dec 19 2002 10:54PM

Comment: UCLA Capital Programs

Attn: Environmental Planning

1060 Veteran Avenue

Los Angeles, CA 90095-1405

RE: Comments regarding transportation issues addressed in the Environmental Impact Report for UCLA's proposed Long Range Development Plan

Dear Capital Programs Correspondents,

I want to comment on two matters: BruinGo and lack of cycling facilities on campus. First, before I tackle the comments, I would like to mention that I am a graduate student who uses alternative transportation to campus utilizing the BruinGo service, or cycling. I would like to see a lot of improvements around campus to encourage cycling. I am hoping that certain parts of the EIR get reevaluated, and more steps will be taken to further mitigate traffic and air pollution problems around UCLA.

BruinGo

A feeling of disappointment struck me when I learned that the Environmental Impact Report for UCLA's proposed Long Range Development Plan did not recommend that BruinGo be continued.

I live in Santa Monica, and appreciate the opportunity to take the Big Blue Bus, and appreciate knowing that at least a portion of my tuition and fee dollars are going towards a program that benefits me directly. Without the subsidized BruinGo, I would be out at least \$50 per quarter paying my way to take the bus. Anyhow, having BruinGo subsidized is satisfying, since it cuts cost on my meager student budget.

I take the Big Blue Bus to school at least 3 times a week, usually the number 2 bus. Typically by the time the bus reaches Veteran, there is standing room only on the bus. That would be about 30 students in that one bus ride at that time, making 30 less cars on the road, and 30 more parking spaces available on campus. Tallying every single student during the day taking the bus would obviously be a considerably larger number than 30 people. Anyway, my simple observation is in contrast to the claim in the EIR that BruinGo is ineffective in mitigating traffic. Therefore, I question the validity of the evaluation undertaken by the authors of the EIR.

Cycling Improvements

I ride my bike to school from Santa Monica 2-3 times per week. I do not ride on a bike path in order to reach my place of work on campus, but rather on the sidewalk parallel to the parking structure near Boelter Hall and the UCLA police department. I consider this ridiculous!!! The planning of infrastructure for alternative transportations, such as bike paths, should happen without question at one of the great universities of the world. Or maybe the lack of planning for cyclists, or measures taken to rise above the car culture of Los Angeles, is one of the downfalls for UCLA to reach incredible. It would be great to have a path on campus exclusively for commuters on bikes joining North and South campus. One other suggestion: What about having a shower facility in one of the buildings in South and North campus? This facility could include a locker room, and possibly a storage locker for bikes which cyclists could rent by the quarter. Being a student stationed in South Campus, I recommend having a shower and locker facility for cyclists either in the new Center for Health Sciences Building, or the new Engineering building that has yet to be built.

342-1

342-2

When returning to school for a Doctorate degree, I will not only consider the quality of the academic programs, but the insight put into the campus infrastructure as well. Until UCLA proves to become a more environmentally friendly campus, UCLA ranks lower on my list.

Happy holidays. I'll be back on my bike riding to campus during the new quarter, wishing to be on a bike path through campus instead of dodging cars on the last stretch to the Center for Health Sciences Building!

Sincerely,
Suzan Given
M.S. Student
Environmental Health Sciences
email: segiven@ucla.edu
phone: 310-452-9552

342-1

Response to Comment Letter 342

E-mail from Suzan Given, dated December 19, 2002

Response to Comment 342-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

Response to Comment 342-2

Locker and shower facilities are available for use by students, and faculty and staff recreational card holders at the Wooden Center, the Sunset Canyon Recreation Center, and the Rehabilitation Center (on the Southwest campus). It is not economically feasible to construct separate shower and locker facilities dedicated only to bicycle users at other locations on campus. The comment suggested “transportation corridors just for bikes” be provided. UCLA has previously studied the feasibility of bike lanes on campus roadways and concluded that bicycle lane accommodation is infeasible and unlikely due to constrained roadway width, which directly affects overall roadway safety.

Refer to Topical Response D (Bicycle Commuting Conditions and Facilities) for a discussion of on-campus bicycling conditions and facilities. Also refer to Response to Comment 26-3 regarding planning of bicycle infrastructure, bicycle only designated paths and lanes on campus, and shower and locker facilities as suggested by this comment.

From: Patlan, Richard
Sent: Friday, December 20, 2002 11:00 AM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 19 2002 8:34PM

Name: Graham, Stacey

Address: 1427 Harvard St C

City: Santa Monica

State: CA

ZIP: 90404

Organization: UCLA Dept.

Phone:

Email: stasgrah@ucla.edu

Date Register: Dec 19 2002 8:33PM

Comment: As a student who has depended on BruinGo! for two and a half years, I strongly encourage Transportation Services to continue this valuable program. To discontinue BruinGo! because the requests for parking have not decreased "sufficiently" would be to ignore the number of students, faculty, and staff who have not chosen to renew their parking passes, as well as to ignore the number of students who actually take the bus to school now and therefore vacate precious parking spots and reduce vehicle emissions in our smog-ridden city. Please keep BruinGo! for the sake of the students (and faculty and staff), the roads, and the air.

343-1

Response to Comment Letter 343

E-mail from Stacey Graham, dated December 19, 2002

Response to Comment 343-I

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Friday, December 20, 2002 10:59 AM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 19 2002 2:51PM

Name: gurfield, Robert

Address: 610 25th Street

City: Santa Monica

State: CA

ZIP: 90402

Organization: Recreation

Phone: 310458 9101

Email: rgurf@ucla.edu

Date Register: Dec 19 2002 2:51PM

Comment: Friends,

My wife and I are volunteers at UCLA, she works at the Fowler Museum, I at the Marina Aquatic Center. Both of us use the Blue Bus several times a month to get to campus and to the Marina in lieu of driving. It would be a shame to discontinue this benefit for students and other members of the UCLA community. Please continue the BruinGo program. Thank you.
Bob Gurfield

344-1

Response to Comment Letter 344

E-mail from Robert Gurfield, dated December 19, 2002

Response to Comment 344-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Friday, December 20, 2002 10:59 AM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 19 2002 2:44PM
 Name: Hayes, Siobhan
 Address: 603 S. Rampart Blvd. #31
 City: Los Angeles
 State: CA
 ZIP: 90057

Organization: School of
 Phone: 213385-8052
 Email: xivadasilva@yahoo.com
 Date Register: Dec 16 2002 1:22PM
 Comment: December 19, 2002

Mr. Curtis Zacuto
 Principal Environmental Planner
 UCLA Capital Programs
 1060 Veteran Avenue
 Los Angeles, CA 90095-1365

RE: SHOULD BRUINGO BE MADE PERMANENT?

Dear Mr. Zacuto:

I am writing to comment on the Draft Environmental Impact Report for UCLA's 2002 Long Range Development Plan. The EIR states that implementation of the Development Plan will substantially increase traffic congestion and vehicle emissions in Westwood. The EIR also states that continuing BruinGO is not a feasible strategy to mitigate these impacts: "Transit subsidies for faculty and staff have previously been evaluated and have not been recommended because of the limited potential to reduce total parking demand." (page 4.13-47). The EIR does not even mention the option of continuing BruinGO for students.

The EIR's rejection of BruinGO as a traffic mitigation measure is completely at odds with the evaluations of BruinGO conducted by your traffic consultant and by UCLA's Institute of Transportation Studies.

BruinGO substantially increased bus ridership for commuting to campus during its first year (2000-2001). BruinGO is offered in partnership with the Santa Monica Blue Bus, and about 7,400 faculty and staff live within the Blue Bus service area (35 percent of all faculty and staff). For faculty and staff who live inside the Blue Bus service area, the bus mode share for commuting rose from 8.6 percent to 20.1 percent in the year after BruinGO began. The total number of faculty/staff bus commuters in the Blue Bus service area increased by 134 percent (11.5 , 8.6), and 57 percent of all the bus riders were new riders (11.5 , 20.1). For those who live outside the Blue Bus service area, bus ridership remained essentially unchanged. These results were reported by your transportation consultant for the EIR, Crain and Associates, who evaluated BruinGO's performance during 2000-2001.¹

The shift to public transit significantly reduced solo driving to campus: 37 percent of the new bus riders were former solo drivers. Even commuters with parking permits occasionally rode the bus: among permit holders who live within the Blue Bus service area, 19 percent reported that they used BruinGO, and that they rode the bus to campus an average of two days a week.² The number of faculty/staff solo drivers to campus fell 9 percent among those who live inside the Blue Bus service area.

Another study examined the changes in travel patterns of the 17,000 students who live within the BruinGO service area (44 percent of all students).¹ During BruinGO's first year, the students' transit ridership for commuting to campus increased by 43 percent, and solo driving decreased by 33 percent. Again, these changes are significant.

These increases in bus ridership and reductions in solo driving refer only to the changes that occurred during BruinGO's first year. During its second year (2001-2002), total BruinGO ridership increased by a further 27 percent, so its

effectiveness has since increased.

Despite the large increases in bus ridership and declines in solo driving after BruinGO began, the EIR dismisses the option of continuing BruinGO. This rejection of BruinGO as a traffic mitigation strategy raises several questions.

Is more than doubling the number of faculty and staff who ride the bus to campus an insignificant change? Is a 9-percent reduction in solo driving to campus an insignificant change?

UCLA's total fare payments for faculty and staff during BruinGO's first year were \$160,000, which is equivalent to the cost of five new parking spaces in the IM Field Parking Structure. Is this too much for UCLA to pay to continue BruinGO for all faculty and staff?

Is the 43-percent increase in students' bus ridership to campus an insignificant change? Is the 33-percent reduction in solo driving an insignificant change? Why does the LRDP not even mention the option of continuing BruinGO for students?

CONCLUSION

The evaluations conducted by both Crain and Associates and the Institute of Transportation Studies show that BruinGO is a feasible way reduce UCLA's traffic generation. The EIR's failure to seriously consider this mitigation strategy raises serious questions about the university's priorities. Chancellor Carnesale has told the Academic Senate that "our budget should reflect our strategy." UCLA plans to construct 4,149 new parking spaces but not to continue BruinGO. What transportation strategy does this budget reflect?

Sincerely,

Siobhan Hayes
Student, UCLA School of Public Health

345-1

Response to Comment Letter 345

E-mail from Siobhan Hayes, dated December 19, 2002

Response to Comment 345-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

The University has no plans to construct 4,149 parking spaces. As noted in the Draft LRDP and 2002 LRDP Draft EIR, the University plans to maintain the parking cap established in the 1990 LRDP at 25,169 spaces. As discussed in the 2002 LRDP Draft EIR (Volume 1, page 4.13-89):

Upon the completion of the Westwood Replacement Hospital, the Southwest Campus Housing and Parking, and the Intramural Field Parking Structure projects (which have been previously approved and/or are under construction and would add approximately 3,552 spaces), and the reduction of stack parking to approximately 597 spaces, the inventory would be maintained at or below the 25,169-space limit adopted in the 1990 LRDP. As required by PP 4.13-1(b), the parking space cap would be maintained under the 2002 LRDP.

When the Westwood Replacement Hospital, the Southwest Campus Housing and Parking, and the Intramural Field Parking Structure projects are completed, the supply of on-campus parking would be approximately 24,572 physical spaces, approximately 597 spaces below the parking cap of 25,169 spaces. The 2002 LRDP Draft EIR assumed that stack parking would be continued and would provide up to 597 spaces. The proposed NHIP would include 66 new parking spaces. During the planning horizon of the 2002 LRDP, the University could propose construction of additional on-campus spaces (to replace stack parking spaces, subject to the parking cap limitation) or additional replacement spaces (if existing physical spaces are removed as a result of construction).

From: Patlan, Richard
Sent: Friday, December 20, 2002 11:00 AM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 20 2002 2:43AM

Name: hower, dawn

Address: 1277 Barry Ave, #1

City: los angeles

State: CA

ZIP: 90025

Organization:

Phone:

Email: dawn@ucla.edu

Date Register: Dec 20 2002 2:42AM

Comment: BruinGo is one of the most positive things about UCLA. It should be the responsibility of a good university to provide free transportation to a campus for which there are not enough parking permits to provide to its people. BruinGo is the step in the right direction for dealing with limited parking, expensive permits and gas prices, traffic problems, and car pollution. I used to drive to UCLA, but since BruinGo has been implemented, I have switched over to taking the bus....and everyday, I feel good about taking the bus because I am helping to save the environment and I am saving money too. I know there are ways for UCLA to compensate for the cost of BruinGo, and for a program as valuable in so many ways as BruinGo, cost should not even be the utmost concern. I know of so many people who used to drive, but also take the bus now, thanks to BruinGo, and they all feel the same as me. It would be tragic to end such a beneficial program. BruinGo should be made permanent, and it's as simple as that.

346-1

Response to Comment Letter 346

E-mail from Dawn Hower, dated December 20, 2002

Response to Comment 346-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPin

From: Patlan, Richard
Sent: Friday, December 20, 2002 11:01 AM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 20 2002 10:38AM
Name: Itagaki, Lynn
Address: 1540 Greenfield Avenue
City: Los Angeles
State: CA
ZIP: 90025

Organization: Graduate S
Phone: 310479-7142
Email: litagaki@ucla.edu

Date Register: Dec 20 2002 10:37AM
Comment: To Whom It May Concern,

I use BruinGo every day in my commute to campus as a Graduate Students Association officer, teacher, employee and graduate student. I find it hard to believe that the University would continue to support the UCLA on-campus transit which costs more per passenger than BruinGo, a program which lessens the impact of Tidal Wave II and increased parking demands. I also find it questionable in terms of the University's priorities that each new parking space will cost \$10,000, and that this parking space would instead fund thousands of bus rides.

Los Angeles County supports a car culture, pollution and a lack of community through its lack of mass transportation, more than any other major US urban city. I am deeply troubled by the University's commitment to follow this trend rather than attempt to be at the cutting edge of progressive, environmentally safe alternative transportation measures.

Thank you for your time. I hope to see the BruinGo program continue into perpetuity.

Sincerely,
Lynn Itagaki
Department of English

347-

Response to Comment Letter 347

E-mail from Lynn Itagaki, dated December 20, 2002

Response to Comment 347-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Friday, December 20, 2002 11:00 AM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 20 2002 9:17AM
Name: johnson, Mary Jo
Address: 2462 Arizona Ave. #1
City: santa monica
State: CA
ZIP: 90404

Organization: Socology D
Phone: 310825-1215
Email: johnson@soc.ucla.edu
Date Register: Dec 20 2002 9:15AM

Comment: I think that it is paramount that Bruin Go continue. It is one of the most innovative options to reduce parking problems on campus. The longer it is in place the more students and faculty will use it.

348-1

Response to Comment Letter 348

E-mail from Mary Jo Johnson, dated December 20, 2002

Response to Comment 348-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

From: Patlan, Richard
Sent: Friday, December 20, 2002 11:00 AM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 19 2002 11:52PM
Name: Kuyucu, Tuna
Address: 1537 Corinth Ave. Apt:2
City: Los Angeles
State: CA
ZIP: 90025

Organization:
Phone: 310473-2258
Email: kuyucu@ucla.edu

Date Register: Dec 19 2002 11:52PM

Comment: For a better living please do not cancel the BruinGo! program. I am a first year Phd student in the sociology department taking the bus everyday to school and I can not afford to buy a car or ride the bus with money everyday. Please keep this in mind alongside with the environmental concerns. UCLA should not be like any other public or private institution. It should be a vanguard and set the model for others. Public transportation is what LA lacks. Please don't be a part of the problem. Students need this program.

349-1

Sincerely,

Tuna Kuyucu

Response to Comment Letter 349

E-mail from Tuna Kuyucu, dated December 19, 2002

Response to Comment 349-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPin

From: Patlan, Richard
Sent: Friday, December 20, 2002 11:00 AM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 19 2002 8:17PM
Name: Le Normand, Brigitte
Address: 3200 Sepulveda Ave, apt. E4
City: Los Angeles
State: CA
ZIP: 90034

Organization:
Phone: 310980-9585
Email: blenorm@ucla.edu

Date Register: Dec 19 2002 8:16PM

Comment: I use BruinGo daily, and it is a strong incentive for me not to drive to campus. Every time I take the bus (the 8 or 12) to UCLA, half or more of the passengers are UCLA students. Cutting this program means ending support to those students who choose to bus rather than drive! Not to mention that this program is very helpful to UCLA students on tight budgets who rely on BruinGo to get them to school. Don't cut BruinGo.

I strongly urge the UC management to continue the BruinGo! program into the future. This is an important step for the university to take with regard to reducing traffic congestion within the vicinity of UCLA and a very worthy way for the university to contribute to reducing auto exhaust emissions which have both a negative local and global effect. As well this is an opportunity for our campus community to set an important example in promoting the use of public transit within the LA area in hopes that other institutions will make their contribution in kind. We can be part of the solution rather than contributing to the problem of urban traffic congestion, increased pollution within the LA basin and the further deterioration of the global climate.

350-1

Response to Comment Letter 350

E-mail from Brigitte Le Normand, dated December 19, 2002

Response to Comment 350-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPln

From: Patlan, Richard
Sent: Friday, December 20, 2002 5:29 PM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 20 2002 5:18PM

Name: Lucas, Ann

Address: 3822 1/2 Keystone

City: Culver City

State: CA

ZIP: 90232

Organization: UCLA Gradu

Phone:

Email: ariordan@ucla.edu

Date Register: Dec 20 2002 5:17PM

Comment: The EIR's rejection of BruinGO as a traffic mitigation measure appears to be at odds with the evaluations of BruinGO conducted by UCLA's traffic consultant and by UCLA's Institute of Transportation Studies. These evaluations found that faculty/staff transit ridership for commuting to campus increased by 134 percent, and solo driving decreased by 9 percent during BruinGO's first year. Students' transit ridership for commuting to campus increased by 43 percent, and solo driving decreased by 33 percent. It does not seem reasonable to rule out its continuation, considering these statistics.

The BruinGo program has been especially important for the graduate student population. UCLA does not provide many housing options for incoming graduate students. The waiting list for graduate student housing is nine months, but incoming graduate students often only receive 4-6 months notice. This means that many many graduate students move to off-campus locations in the greater Westwood/Santa Monica area. BruinGo provides an important service to this community, whose contributions are at the heart of UCLA's academic and scholarly existence.

These kinds of practical considerations are extremely important when graduate students choose which school to attend and I have met students and scholars who did not attend UCLA because of the difficulties that transportation and housing presented in Los Angeles. UCLA should not be losing out on quality students because of Los Angeles geography and BruinGo addresses some of the problems that Los Angeles geography presents and addresses a big concern of incoming graduate students.

When I moved to Los Angeles two years ago, my husband and I had little money, no jobs and only one car. BruinGo allowed me to ride the bus to school and my husband to take the car to work. This prevented me from needing parking on campus, it saved us an immense amount of money on travel expenses (which was money we didn't have anyway) and it allowed my husband to seek work over a larger area of Los Angeles because he did not have to worry about whether or not he could reach the job using public transportation. It would have been difficult for us to manage without BruinGo and I would certainly have considered applying for parking and drive solo to school had BruinGo not existed, two problems that BruinGo was designed to prevent. I would hope that UCLA would consider keeping BruinGo, as their own statistics show that it is beneficial. It was certainly beneficial in my case and I know many graduate students who have similar stories.

351-1

Response to Comment Letter 351

E-mail from Ann Lucas, dated December 20, 2002

Response to Comment 351-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program. The University acknowledges that the lack of centralized graduate student housing has required graduate students to seek off-campus housing. The under-construction Southwest Campus Housing and Parking complex will provide on-campus housing for approximately 2,000 students, and thereby reduce the number of students that must seek off-campus housing. Convenient transit access from large portions of West Los Angeles and Santa Monica was available prior to the implementation of the BruinGo pilot program and is expected to continue to be available even if BruinGo is discontinued. As noted in Response to Comment 41-1, the cost of commuting via public transit is substantially less expensive than a single-occupant vehicle, even without BruinGo.

EnvPin

From: Patlan, Richard
Sent: Friday, December 20, 2002 1:56 PM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 20 2002 11:28AM
Name: Lux, Renate
Address: 11512 Ohio Avenue #2
City: Los Angeles
State: CA
ZIP: 90025

Organization: UCLA
Phone:
Email: lux@ucla.edu

Date Register: Dec 20 2002 11:27AM

Comment: I would like to comment on the plan to discontinue the BruinGo program.

In the 2 years of the BruinGo program I have really appreciated the opportunity to take the bus to work. My impression is also that the Blue Bus is very high in demand among students and workers and I personally know quite a few people who now take the Bus rather than coming by car. So instead of stopping the program it should rather be better advertised and possibly being extended to other buslines so that even more people can take the bus.

352-1

Keep the BruinGo!!!

Renate Lux

Response to Comment Letter 352

E-mail from Renate Lux, dated December 20, 2002

Response to Comment 352-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPin

From: Patlan, Richard
Sent: Friday, December 20, 2002 10:59 AM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 19 2002 2:49PM
Name: Matthias, Ruth
Address: UCLA School of Public Policy
City: Los Angeles
State: CA
ZIP: 90095
Organization: UC:A
Phone:
Email: matthias@Ucla.edu

Date Register: Dec 19 2002 2:49PM

Comment: The EIR's rejection of BruinGO counters the evaluations of BruinGO conducted by UCLA's traffic consultant and by the Institute of Transportation Studies. Campus commuting ridership increased by 134%, and solo driving decreased by 9% during BruinGO's first year. Student ridership for campus commutes increased by 43%, and solo driving decreased by 33%. It makes no sense that EIR recommends BruinGO should not be continued for faculty and staff, or even for students.

353-1

Response to Comment Letter 353

E-mail from Ruth Matthias, dated December 19, 2002

Response to Comment 353-I

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPin

From: Patlan, Richard
Sent: Friday, December 20, 2002 11:00 AM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 19 2002 3:25PM

Name: Meldrum, marcia
Address: 4053 Irving Place
City: Culver City
State: CA
ZIP: 90232

Organization: UCLA (Hist
Phone: 310825-3888
Email: meldrum@history.ucla.edu

Date Register: Dec 19 2002 3:24PM

Comment: I understand that there is some question about the continuance of BruinGo! This is a very important program which has encouraged many students and staff to use public transportation. The existing parking congestion on campus should be a sufficient argument for UCLA to continue this worthwhile program which also supports local public transit. BruinGO! also provides assistance to many struggling students already having to work two jobs to make ends meet while working towards their degree. Finally, this is a public policy issue. Traffic has grown worse each year that I have been coming to UCLA; the university should be in the foreground of programs encouraging alternatives to single-person vehicles. Please continue the BruinGO! program. marcia meldrum

354-1

Response to Comment Letter 354

E-mail from Marcia Meldrum, dated December 19, 2002

Response to Comment 354-I

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPln

From: Patlan, Richard
Sent: Friday, December 20, 2002 10:59 AM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 19 2002 2:51PM

Name: Miller, Patrick

Address: P.O. Box 3702

City: Santa Monica

State: CA

ZIP: 90408

Organization:

Phone:

Email: patrickrom@aol.com

Date Register: Dec 19 2002 2:51PM

Comment: BruinGo has been great for me and have driven less to work at UCLA because of it. More importantly, I have seen a swelling in the number of bus riders since the inception of BruinGo program. If not for this program I think these additional riders might still ride the bus but I think many of them would revert to cars. Just my two cents. I think it's a great program and it would be a shame if it ceased to be.

355-1

Chapter III Responses to Comments

Response to Comment Letter 355

E-mail from Patrick Miller, dated December 19, 2002

Response to Comment 355-I

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPln

From: Patlan, Richard
 Sent: Friday, December 20, 2002 1:56 PM
 To: EnvPln
 Cc: Mills, Stephen
 Subject: New comment on EIR website:

Datetime: Dec 20 2002 11:49AM

Name: Nery, Jennifer
 Address: 1302 Saltair Ave #10
 City: West LA
 State: CA
 ZIP: 90025

Organization: UCLA Philo
 Phone: 310210 8815
 Email: jennifernery@yahoo.com

Date Register: Dec 20 2002 11:49AM

Comment: I am a graduate student in the UCLA Philosophy Department. I often bicycle in to school, but on occasions when I can't (because of time constraints, weather, or illness) I always ride the Big Blue Bus. Almost all of my friends live on the west side and use the bus either often or all the time. Because of the BruinGo program, many of us not only do not have to drive to campus, but have found ways to live in LA without cars— which is a significant contribution to the environment, even aside from the direct contribution made by the BruinGo program to home- to- UCLA traffic.

I think the BruinGo program is precisely the kind of program UCLA should institute to help with LA's terrible and ever-worsening environmental problems. Encouraging the use of public transportation is invaluable not only because it reduces the amount of traffic to UCLA, but also because it introduces people to the benefits of public transportation in general. The BruinGo program is as much an immediate solution to traffic congestion as it is an educational program, which will benefit not only UCLA but all of LA and the environment in general in the long- run.

I would also like to point out that, even if the numbers look like they support continuing the program right now, this is the kind of program which will grow over a period of years. It is already considered a great benefit to students, when choosing housing, that one live near a Big Blue Bus line. This is a new program, and as years go by (perhaps as a whole new generation of students comes in), more and more students will choose housing near the bus line, taking advantage of the program. It's the kind of plan which takes years of changing people's habits to come to fruition. I hope UCLA will wait this period out.

Sincerely,
 Jennifer Nery

356-1

Response to Comment Letter 356

E-mail from Jennifer Nery, dated December 20, 2002

Response to Comment 356-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPln

From: Patlan, Richard
Sent: Friday, December 20, 2002 4:46 PM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 20 2002 3:01PM
 Name: Ramos, Marisol
 Address: 1725 N Edgemont Street, Apt. 407
 City: Los Angeles
 State: CA
 ZIP: 90027-4150

Organization: UCLA Bicyc
 Phone: 323906-2540
 Email: marisol9@ucla.edu
 Date Register: Dec 20 2002 3:00PM
 Comment: UCLA Capital Programs
 Attn: Environmental Planning
 1060 Veteran Avenue
 Los Angeles, CA 90095-1405

To whom it may concern:

I am writing in regards to UCLA's Long Range Development Plan (LRDP) currently under review. As a cyclist and president of the UCLA Bicycling Advocacy Committee (an officially recognized student organization), I believe it is critically important that Capital Programs plan for bicycles at UCLA within the LRDP. Improving and expanding bicycle facilities at UCLA would help increase the number of bicyclists among the UCLA community, which in turn would help the university accomplish many of the transportation, environmental, community health, and recreation goals outlined in the LRDP (such as reducing vehicle trips, reducing parking demand, improving air quality, encouraging resource conservation, and promoting community health and recreation opportunities).

Unfortunately, while the LRDP states that one of UCLA's development objectives is to "[p]rovide and promote opportunities for the use of alternative transportation modes" (Section 3.C.3, p.30), neither bicycling nor bicycle facilities are addressed anywhere within the document. Consequently, I urge you to revise the LRDP to:

- a) Acknowledge bicycling as an important part Capital Programs' efforts to achieve the university's transportation, environmental, community health, and recreation goals and to maintain and improve the quality of campus life;
- b) Establish the improvement of bicycling infrastructure at UCLA and the expansion of bicycling among the campus community as top institutional priorities; and
- c) Stipulate that bicycle facilities (i.e., convenient and well-lighted bike parking, safe and interconnected bike lanes, and bathrooms with lockers and showers for bicyclists) be accommodated in the planning and design of new and renovated buildings at UCLA.
- d) In the future I would like to see initiatives for the creation, review and implementation of a Bicycle Master Plan. A properly ratified Bicycle Master Plan would provide proper dictum for referral in future bicycling needs at UCLA.

Please let me know how Capital Programs will revise the LRDP to respond to these issues. I will be following up with your office to make sure that good bicycle planning is included in the final version of the LRDP.

Sincerely,

Marisol F. Ramos
 Undergraduate Student of History
 University of California, Los Angeles
 President of the UCLA Bicycle Advocacy Committee
 1725 N Edgemont Street, Apt. 407
 Los Angeles, CA 90027-4150

357-1

Response to Comment Letter 357

E-mail from Marisol Ramos, dated December 20, 2002

Response to Comment 357-1

Bicycle commuting as an alternative form of transportation is an integral feature of UCLA's Transportation Demand Management Program (TDM). As discussed in the 2002 LRDP Draft EIR (Volume 1, pages 4.13-16 to 4.13-18), TDM was adopted to achieve UCLA's goals of reducing the number of vehicle trips and parking demand on campus. A reduction in trips results in fewer vehicles driving to campus (especially during peak periods), and thus, fewer air pollutants are emitted on a daily basis. The TDM program also provides mobility options for students, faculty, and staff, such as bicycling, van and car pooling, and bus commuting. Therefore, the UCLA TDM program contributes to improvements in regional air quality and supports alternative modes of transportation. Refer to Topical Response D (Bicycling Commuting Conditions and Facilities) for a discussion of UCLA's commitment to bicycle commuting and the value of bicycle commuting in achieving transportation and air quality goals.

The UCLA Transportation Services Department has consistently and incrementally addressed bicycle issues such as access and parking, however, a comprehensive approach or plan addressing campus bicycle infrastructure improvements and goals has not been developed. In response to this comment, the UCLA Transportation Services Department will work with student groups such as the UCLA Bicycle Advocacy Committee and the UCLA bicycling community to develop a bicycle long range plan. Also, refer to Response to Comment 27-1 regarding bicycling as an important effort to achieve the university's transportation goals and improvement to regional air quality. The following responds to the three points raised in the comment.

- a) Acknowledge bicycling as an important part Capital Programs' efforts to achieve the university's transportation, environmental, community health, and recreation goals to maintain and improve the quality of campus life;*

Refer to Response to Comment 25-2 (i) regarding importance of bicycling and efforts to achieving the University's stated goals. Refer to Response to Comment 27-1 above regarding bicycling as an important effort to achieve the university's transportation goals and improvement to regional air quality. Refer to Topical Response D for discussion regarding on and off campus infrastructure improvements. Also, Topical Response D addresses the issue regarding bicycling as an integral component of the UCLA Transportation Demand Management (TDM) program, which focuses on the institution's goal to reduce vehicle trip generation and parking demand on campus.

- b) Establish the improvement of bicycling infrastructure at UCLA and the expansion of bicycling among the campus community as top institutional priorities;*

Chapter III Responses to Comments

Refer to Response to Comment 25-2 (ii) and to Topical Response D regarding discussion on the campus's support to preparation of a bicycle long range plan that will address bicycle infrastructure and goals.

- c) *Stipulate that bicycle facilities (e.g., convenient and well-lighted bike parking, safe and interconnected bike lanes, and bathrooms with lockers and showers for bicyclists) be accommodated in the planning and design of new and renovated buildings at UCLA.*

Refer to Response to Comment 26-3 (3) regarding bicycle facilities.

- d) *In the future I would like to see initiatives for the creation, review and implementation of a Bicycle Master Plan. A properly ratified Bicycle Master Plan would provide proper dictum for referral in future bicycling needs at UCLA.*

As stated above, the campus has committed to prepare a bicycle long range plan.

Responses to these comments will be available for review in the 2002 LRDP Final EIR on the UCLA Capital Programs Environmental Planning website and at two on-campus libraries and nine off-campus libraries.

EnvPln

From: Patlan, Richard
Sent: Friday, December 20, 2002 11:01 AM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 20 2002 10:28AM
Name: Rosenthal, Nicolas
Address: 15158 Dickens St.
City: Sherman Oaks
State: CA
ZIP: 91403
Organization: UCLA
Phone:
Email: nrosen@ucla.edu
Date Register: Dec 20 2002 10:27AM
Comment: Re: EIR and BruinGo

I would like to address the EIR's rejection of BruinGO as a traffic mitigation measure. I feel that BruinGO is a critical service and should be continued, encouraged, made permanent, and expanded, not rescinded. UCLA should be encouraging alternative transportation and sensible urban planning, not pandering or falling into line with the car culture of Los Angeles.

358-1

Sincerely,
Nick Rosenthal
Graduate student
Dept. of History

Response to Comment Letter 358

E-mail from Nicholas Rosenthal, dated December 20, 2002

Response to Comment 358-I

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPin

From: Patlan, Richard
Sent: Friday, December 20, 2002 10:59 AM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 19 2002 2:59PM

Name: sanderson, steven

Address: 627 Santa Clara Ave

City: Venice

State: CA

ZIP: 90291

Organization: UCLA a+ud

Phone:

Email: s5@ucla.edu

Date Register: Dec 19 2002 2:58PM

Comment: I strongly protest the discontinuance of BruinGo. This program is a valuable asset to UCLA and the greater Los Angeles community.

359-1

Response to Comment Letter 359

E-mail from Steven Sanderson, dated December 20, 2002

Response to Comment 359-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPln

From: Patlan, Richard
Sent: Friday, December 20, 2002 11:00 AM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 19 2002 3:12PM

Name: Schibler, Matthew

Address: 1033 6th Street #207

City: Santa Monica

State: CA

ZIP: 90403

Organization: UCLA Brain

Phone: 310825-9783

Email: mschibler@mednet.ucla.edu

Date Register: Dec 19 2002 3:12PM

Comment: I have great difficulty believing any statements that BruinGO (subsidizing student, faculty and staff in riding the Santa Monica buses) was ineffective. Most surveys have shown that it has been very effective and very well used by all of the aforesaid parties. I know that I as a member of the UCLA staff have used it extensively.

360-1

If anything, the BruinGO program should be continued and also extended to include the other bus lines serving the UCLA Campus area.

Response to Comment Letter 360

E-mail from Matthew Schibler, dated December 20, 2002

Response to Comment 360-I

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPln

From: Patlan, Richard
 Sent: Friday, December 20, 2002 11:00 AM
 To: EnvPln
 Cc: Mills, Stephen
 Subject: New comment on EIR website:

Datetime: Dec 19 2002 11:13PM
 Name: Shane, A. Haviva
 Address: 10615 Rose Ave. #303
 City: Los Angeles
 State: CA
 ZIP: 90034

Organization:
 Phone: 3105592712
 Email: shane@2003.law.ucla.edu
 Date Register: Dec 19 2002 11:12PM

Comment: I am writing to request that the Bruin Go program be permanently continued as a way to control traffic, congestion and air pollution in Westwood. I have been riding the Blue Bus to UCLA from Palms since I began law school in 2000. Anyone who has been on the bus during peak traveling hours would see, for example, that one # 12 bus alone is keeping hundreds of cars off the road. During busy hours the bus is packed with every seat and all standing room taken. The Westwood area is heavily congested and people who ride the bus are improving the quality of life for everyone in UCLA and the surrounding L.A. area. The Bruin Go program rewards this and also alleviates the parking problem in UCLA. Although demand for parking may be high, the Westwood area simply cannot accommodate all the people that would drive to campus if more parking were available. Clearly, many people who might request parking are able to take the bus instead and are doing so. Additionally there are a significant number of people that choose to take the bus instead of driving because of the Bruin Go program. I personally know of numerous people who had the choice to pay for parking on campus and opted to take the bus because of Bruin Go. The evaluation that Bruin Go has only a "limited potential" to reduce parking demand in Westwood is simply untrue, especially in light of the finding that bus rider-ship increased 134% since Bruin Go was implemented. Bruin Go makes UCLA a better place, promotes positive social values and is fiscally sound. I sincerely hope that the Bruin Go program will be reconsidered and continued permanently. Please let me know of anything else that I can do to help save this excellent program.

361-1

Response to Comment Letter 361

E-mail from A. Haviva Shane, dated December 19, 2002

Response to Comment 361-I

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPln

From: Patlan, Richard
Sent: Friday, December 20, 2002 4:46 PM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 20 2002 3:46PM
Name: Shepherd, Shane
Address: 1401 S. Bentley Ave. #204
City: Los Angeles
State: CA
ZIP: 90025

Organization: UCLA Ander
Phone: 310312-1377
Email: shane.shepherd@anderson.ucla.edu
Date Register: Dec 20 2002 3:46PM

Comment: I am extremely disappointed to learn about the utter neglect of the BruinGO program. Subsidising the bus fare for faculty and students increases the likelihood of bus use by orders of magnitude, and goes a long ways towards reducing traffic, congestion, and pollution. As a frequent BruinGO user, I have seen the success of the program and urge you to continue to provide this extremely helpful service, as it's in everyones best intrests.

362-1

Thank you,

Shane Shepherd

Response to Comment Letter 362

E-mail from Shane Shepherd, dated December 20, 2002

Response to Comment 362-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPin

From: Patlan, Richard
Sent: Friday, December 20, 2002 11:00 AM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 19 2002 9:25PM
Name: shepard, zachary
Address: 654 S. Detroit ST. #302
City: los angeles
State: CA
ZIP: 90036

Organization:
Phone:
Email: shepard2005@student.law.ucla.edu

Date Register: Dec 19 2002 9:24PM

Comment: HI there,

I am writing to support BruinGO. I live all the way over on La Brea and Wilshire, and because of the free connection to the Blue Bus I can take th 720 rapid bus to school. The regular 21 bus takes well over an hour and is not practical. Because the 720 bus with free connection has worked so well, I did not even apply for parking for next semester. Hope you keep it. Plus, interacting with human beings on the bus makes people better and more aware of diversity. If you support transit, you support a more broad-minded student body. Happy holidays. zach

363-1

Response to Comment Letter 363

E-mail from Zachary Shepard, dated December 19, 2002

Response to Comment 363-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPin

From: Patlan, Richard
Sent: Friday, December 20, 2002 11:00 AM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 19 2002 7:56PM

Name: SIRKIN, DAVID

Address: 860 3RD ST, #11

City: SANTA MONICA

State: CA

ZIP: 90403

Organization:

Phone:

Email: dsirkin@ucla.edu

Date Register: Dec 19 2002 7:54PM

Comment: I am a resident of Santa Monica and an employee of UCLA. I applaud UCLA for its Buin Go pilot program with Santa Monica buses. I understand it has had a substantial impact on the number of people using the bus instead of driving. I hope the program will expand to the other public buses and that it will be copied by other employers and universities in LA and around the country. It is a model pioneering program that I hope will become a permanent commitment on the part of UCLA to traffic, to quality of life, and to the environment.

364-1

Response to Comment Letter 364

E-mail from David Sirkin, dated December 19, 2002

Response to Comment 364-I

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPin

From: Patlan, Richard
Sent: Friday, December 20, 2002 11:00 AM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 19 2002 5:04PM
Name: Trachtenberg, Barry
Address: 248 Ruth Avenue
City: Venice
State: CA
ZIP: 90291

Organization:
Phone:
Email: btrachte@ucla.edu

Date Register: Dec 19 2002 5:03PM

Comment: Are you folks nuts? Do you really want to turn the clock back on UCLA's commitment to improving the environmental conditions in Los Angeles. BruinGo has helped me not to buy a car, allowed me to afford paying LA's high rental rates, and has helped dozens and dozens of my friends and classmates do the same. Don't cut the program! Expand it! Certainly, don't take action against it in the time period when school is not in session and most students won't get a chance to do anything about it.

365-1

Response to Comment Letter 365

E-mail from Barry Trachtenberg, dated December 19, 2002

Response to Comment 365-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPin

From: Patlan, Richard
Sent: Friday, December 20, 2002 11:01 AM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 20 2002 10:31AM

Name: Valdivia, Rick

Address: 2561 Barry Avenue

City: Los Angeles

State: CA

ZIP: 90064

Organization: UCLA Staff

Phone: 310794-2652

Email: rick_valdivia@yahoo.com

Date Register: Dec 20 2002 10:31AM

Comment: I'm a UCLA staff member and I use BruinGo to ride the bus to work at least four days a week. If the BruinGo program is not made permanent, I will be driving more often to work as I did before BruinGo. It will be much more likely that I will apply for a parking permit. BruinGo significantly reduces the demand for both daily and monthly parking permits as the studies by UCLA's traffic consultant and the UCLA Institute for Transportation Studies have shown.

366-1

Response to Comment Letter 366

E-mail from Rick Valdivia, dated December 20, 2002

Response to Comment 366-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPin

From: Patlan, Richard
Sent: Friday, December 20, 2002 11:01 AM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 20 2002 7:34AM

Name: Vanderbilt, Gregory

Address: 1662 Colby #4

City: Los Angeles

State: CA

ZIP: 90025

Organization: UCLA

Phone:

Email: gvanderb@ucla.edu

Date Register: Dec 20 2002 7:34AM

Comment: I want to stress the importance of the program called BruinGo, the plan which encourages UCLA student, faculty and staff-use of the Santa Monica Bus system. This report's support is lukewarm and I have heard that you are talking of recommending it be eliminated. This program allows us to use public transportation and so to reduce the traffic in and around campus. It encourages us to think about the environmental costs of our transport usage and when we can choose to choose the less damaging method -- not only useful for the present but also a lesson in environmentally sound living. I use it nearly every day.

367-1

I can't help but think of questions about BruinGo within the context of the hostility of the Little Holmby towards the presence of students in their neighborhood, including their demands that buses not run on Hilgard, a move which would be hard on students. This is clearly a class issue and it is imperative that UCLA policy not be dictacted by its priveleged neighbors.

If UCLA is to be a member of the community, it should show leadership in developing methods of reducing car usage and traffic. Answering to the demands for increased parking fee revenue or to intolerant rich people who are happy to take advantage of the benefits of a university neighborhood without students does not meet university ideals.

367-2

Please be careful.

Gregory Vanderbilt
History Dept.

Response to Comment Letter 367

E-mail from Gregory Vanderbilt, dated December 20, 2002

Response to Comment 367-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program, and Topical Response B (Hilgard Bus Terminal) for a discussion of the Hilgard Bus Terminal

Response to Comment 367-2

This comment is acknowledged. Pursuant to CEQA, the purpose of the 2002 LRDP EIR is to evaluate the significance of physical changes in the environment resulting from approval of the 2002 LRDP. See, for example, *CEQA Guidelines* Section 15064(d). See also *CEQA Guidelines* Section 15358(b) (impacts analyzed in an EIR must be “related to a physical change” in the environment). Because this comment does not address a physical change in the environment that could result from approval of the 2002 LRDP, it does not relate to the subject matter of the 2002 LRDP Draft EIR and thus no response is required. See *CEQA Guidelines* Section 15088 (lead agency shall prepare responses to comments on “environmental issues”).

As noted in 2002 LRDP Draft EIR (Volume 1, pages 4.13-16 to 4.13-18), the University already provides leadership in promoting alternative transportation:

The Transportation Demand Management (TDM) Program began at UCLA in 1984 with the establishment of the Commuter Assistance—Ridesharing (CAR) department to promote formation of carpools, vanpools, and buspools and to expand utilization of alternative transportation modes. In 1987, a Transportation Systems and Demand Management program was adopted to reduce peak-hour traffic and reduce parking demand, with reduced fees for carpools, subsidies for van pools, shuttles from off-campus UCLA-owned housing clusters and remote parking lots, on-campus facilities for bicycles and mopeds, alternative work schedules, and campus participation in local and regional traffic improvement programs. ...As part of its on-going TDM Program, UCLA currently provides and promotes:

- Vanpools
- Carpool matching and parking incentive programs
- Commuter Assistance-Ridesharing (CAR)
- Financial incentives for carpool and vanpool participants
- Accommodation of the use of other modes of transit (e.g., bicycles, motorcycles, and scooters)
- Shuttle bus service (around campus and to remote housing)
- Alternative work schedules and telecommuting
- Annual distribution of the UCLA Commuter’s Guide
- Parking control management

- Restricting access to main campus parking facilities for on-campus housing residents
- TDM outreach
- On-campus housing

As a result of these various initiatives, the TDM program has reduced faculty and staff parking demand by more than 12 percent (below 1990 LRDP levels). In addition, since 1990, when the SCAQMD first required a survey of all employees to determine Average Vehicle Ridership⁶ (AVR), the TDM program increased the campuswide AVR from 1.26 to 1.51 by the Spring 2000, exceeding the goal of 1.5 set by the SCAQMD. Currently, approximately 1,000 active carpools serve over 2,300 participants, and over 130 vans cover more than 85 communities and accommodate approximately 1,425 monthly full-time riders.

The 2002 LRDP Draft EIR acknowledged (Volume 1, page 4.13-46) that the Transportation Demand Management (TDM) program shall be continued throughout the 2002 LRDP planning horizon:

PP 4.13-1(d) The campus shall continue to implement a TDM program that meets or exceeds all trip reduction and AVR requirements of the SCAQMD. The TDM program may be subject to modification as new technologies are developed or alternate program elements are found to be more effective...

Thus, the University is committed to continue to implement a range of TDM measures that demonstrate leadership in promoting alternative forms of transportation.

⁶ The AVR is the ratio of employees arriving between 6 A.M. and 10 A.M. to the motor vehicles they drive to campus.

EnvPin

From: Patlan, Richard
Sent: Friday, December 20, 2002 1:56 PM
To: EnvPin
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 20 2002 11:26AM

Name: Wheeler, Vera

Address: 10927 Barman Ave.

City: Culver City

State: CA

ZIP: 90230

Organization: UCLA/CEES

Phone: 310825-4060

Email: vwheeler@international.ucla.edu

Date Register: Dec 20 2002 11:26AM

Comment: BruinGO should continue, there should be no debate about it since it is a ground breaking program.
(Actually, there is a similar program in Seattle. WA). A University should lead by example.

368-1

Response to Comment Letter 368

E-mail from Vera Wheeler, dated December 20, 2002

Response to Comment 368-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

EnvPln

From: Patlan, Richard
Sent: Friday, December 20, 2002 11:00 AM
To: EnvPln
Cc: Mills, Stephen
Subject: New comment on EIR website:

Datetime: Dec 19 2002 5:33PM
Name: Woodson-Boulton, Amy
Address: 17-B Hurricane Street
City: Marina del Rey
State: CA
ZIP: 90292

Organization: UCLA
Phone: 310305-3608
Email: awoodson@ucla.edu

Date Register: Dec 19 2002 5:32PM

Comment: I am deeply saddened that UCLA is deciding to discontinue the BruinGO program. This was a landmark scheme that sought to integrate campus and community into a common goal of reduced traffic congestion, convenience, and over the long term a new vision of transportation in Los Angeles. I hope that UCLA will rethink this decision and choose to be proactive and solution-oriented, rather than rely on the same old and unsuccessful ventures of simply building more parking lots. The world needs more free buses, not more space devoted to cars.

369-1

Response to Comment Letter 369

E-mail from Amy Woodson-Boulton, dated December 19, 2002

Response to Comment 369-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

UCLA Capital Programs
Attn: Environmental Planning
1060 Veteran Avenue
Los Angeles, CA 90095-1405
Fax: 310-206-1510

To whom it may concern:

There is a problem with the web page. On Tuesday, December 17, 2002, I attempted to submit comments (all required form lines were filled out) and the server would not accept. So, I am faxing comments, which are:

370-1

BruinGo has influenced me to take the bus more and drive less to school.

Certainly, you as administrators have the power to discontinue funding. My only hope is that if you do so you do so with awareness of the wider repercussions of your actions – you would be indirectly aiding the Bush administration's Iraqi war efforts which seem to be driven by with the desire to secure oil reserves so that Americans can more easily drive to work and not have to worry about public transportation.

370-2

(Such a war would murder many Iraqi civilians through bombing campaigns, but I am not even going to go into that topic in this fax.)

Best regards,
Michael Francis Johnston
1444 Euclid Street, Apt. 1
Santa Monica, CA 90404
Johnston@ucla.edu

Response to Comment Letter 370

Facsimile from Michael Francis Johnston, dated December 21, 2002

Response to Comment 370-1

Refer to Response to Comment 33-2 for a discussion of the use of the Capital Programs website to submit electronic comments on the 2002 LRDP Draft EIR.

Response to Comment 370-2

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

Lelah, Tova

From: Taylor, Brian D. (SPPSR-Urban Plg)
 Sent: Saturday, December 21, 2002 10:34 PM
 To: Lelah, Tova
 Subject: Re: FW: Draft EIR comments

Ms. Lelah,

I'm sorry for omitting the address. The web site had me fill-in this information, so I didn't include it with my letter. I'm not sure what the problem was. The first time I tried, I was popped out while entering my name, address, etc. The second time it was while I was trying to paste my comments into the little comment box. And the third time (last evening), I simply got a dialog box saying that they comment period had closed. That's why I sent the comments along to Mr. Blackman.

In any case, my address is:

Brian D. Taylor
 Associate Professor of Urban Planning
 Director, UCLA Institute of Transportation Studies
 3250 Public Policy Building
 Los Angeles, CA 90095-1656
 Phone: (310) 825-7442
 Fax: (310) 206-5566
 Email: btaylor@ucla.edu

Thanks,

Brian Taylor

At 02:17 PM 12/21/2002 -0800, you wrote:

<<UCLA_EIR_ Questions.wpd>> <<ATT70531.txt>>

Dear Professor Taylor,

I'm sorry you had difficulty in providing your comment on-line. It is a mystery since we received a number of comments through the Capital Programs web address without a problem. In any case, as part of our formal EIR comment protocol, we require a USPS mailing address for each person providing a comment so that we can transmit the responses to comments and the Final EIR. Please provide me with the mailing address you would like us to use for this purpose, at your earliest convenience. Thank you.

Tova Lelah
 Assistant Director
 Capital Programs
 Campus and Environmental Planning
 (310) 206-1510 (fax)

-----Original Message-----

From: Blackman, Pete
 To: Lelah, Tova
 Sent: 12/21/02 9:21 AM
 Subject: FW: Draft EIR comments

12/23/2002

FYI PWB

-----Original Message-----

From: Taylor, Brian D. (SPPSR-Urban Plg)
Sent: Friday, December 20, 2002 11:58 PM
To: Blackman, Pete
Subject: Draft EIR comments

Mr. Blackman,

On three separate occasions over the past four days, I have attempted to submit comments on the Long Range Development Plan. The first two times I got on to the Capital Programs Website and began to enter comments, but the suddenly window closed and I was unable to complete my comments. I tried again this evening (of December 20th) but was this time informed that the comment period closed at 5:00 pm, though I this is not indicated in on the Capital Programs website. I have copied the deadline information from you cite below (the bold type has been added). Note that times are indicated for other deadlines, but not for the December 20th comment deadline.

Environmental Review Timeline

Revised Notice of Preparation filed with OPR March 20, 2002

Review period for Notice of Preparation March 21 to April 22, 2002

Initial Study released March 20, 2002

Community Information and EIR Scoping Meeting April 6, 2002, 8:30 a.m., UCLA Morgan Center, Press Room

Draft Environmental Impact Report released October 31, 2002

Draft EIR Public Review Period: 11/1/2002 - 12/20/2002

Public Hearing on the Draft EIR,

November 20, 2002, 7:00 PM, UCLA Faculty Center Therefore I

send the following comments to you before the December 20th deadline.

Since I have made repeated good faith efforts, without success, to have my comments included in the through the Capital Programs website, I am turning to you to pass these comments on to the appropriate staff.

Sincerely,

Brian D. Taylor
<<UCLA_EIR_ Questions.wpd>> <<ATT70531.txt>>

Brian D. Taylor
Associate Professor of Urban Planning, and
Director, Institute of Transportation Studies
UCLA School of Public Policy and Social Research
3250 Public Policy Building
Los Angeles, CA 90095-1656

12/23/2002

371-1

Telephone: (310) 825-7442
Telefax: (310) 206-5566

1460001

12/23/2002

I read with surprise on pages 4.13-47 of the Draft Environmental Impact Report for UCLA's proposed Long Range Development Plan that "Transit subsidies for faculty and staff have previously been evaluated and have not been recommended because of the limited potential to reduce total parking demand." This evaluation was conducted by Crain and Associates, a transportation consulting firm retained by UCLA. The evaluation is titled "UCLA BRUINGO TRANSIT PROGRAM" and it is available on line at:

http://www.transportation.ucla.edu/bruingo/BruinGo_report.pdf

I have examined this evaluation and would like the EIR to address the following questions regarding the finding that BruinGo has "limited potential to reduce total parking demand":

1. Table 3 of the report shows that, within the Blue Bus service area, transit ridership by faculty/staff for commuting to campus increased by 134 percent during BruinGO's first year. Is this correct? (20.1% ÷ 8.6%)
2. Table 3 shows that, within the Blue Bus service area, 57 percent of *all* faculty/staff transit commuters to campus during BruinGO's first year were *new* transit riders, and that 47 percent of these new transit riders were former solo drivers. Is this correct? (11.5% ÷ 20.1%) and (4.1% ÷ 11.5%)
3. Table 3 shows that, within the Blue Bus service area, 43 percent of faculty/staff transit commuters to campus during BruinGO's first year would have ridden transit *without* BruinGO, but that 57 percent of them were *new* transit commuters who began to ride transit after BruinGO began. Is this correct? (8.6% ÷ 20.1%) and (11.5% ÷ 20.1%)
4. Table 3 shows that, within the Blue Bus service area, solo driving by faculty/staff for commuting to campus decreased by 9 percent during BruinGO's first year. Is this correct? (4.1% ÷ 45.7%)
5. Table 4 shows that, outside the Blue Bus service area, transit ridership by faculty/staff for commuting to campus increased by 3 percent during BruinGO's first year. Is this correct? (0.4% ÷ 7.2%)
6. Table 4 shows that, outside the Blue Bus service area, solo driving by faculty/staff for commuting to campus decreased by 1 percent during BruinGO's first year. Is this correct? (0.9% ÷ 68.8%)
7. Table 5 suggests that, within the Blue Bus service area, transit ridership by faculty/staff for commuting to campus increased by 129 percent *because of* BruinGO during its first year. Is this correct? (11.07% ÷ 8.6%)
8. Table 5 shows that, within the Blue Bus service area, 55 percent of *all* faculty/staff transit commuters to campus during BruinGO's first year were *new* transit riders drawn onto transit by BruinGO. Is this correct? (11.07% ÷ 20.1%)

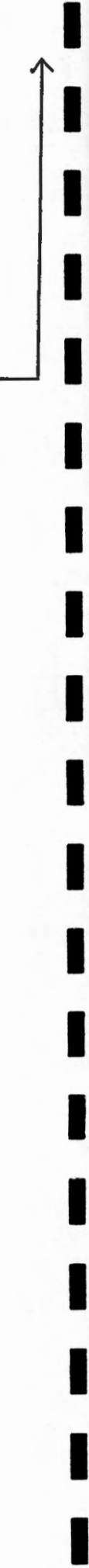
9. Table 5 suggests that, within the Blue Bus service area, BruinGO attracted 267 vanpool commuters onto public transit during its first year. What is UCLA's subsidy per vanpooler per year, and how much will UCLA save by not subsidizing 267 vanpoolers who shift to public transit?
10. In Table 7, the bottom line (reduction in parking demand) depends on the use of the "known and trusted" number of faculty/staff swipes per day as the measure of total BruinGO ridership (at the top of the table). I have heard many UCLA riders say that the bus drivers wave them on without swiping their cards, and I have personally experienced this on several occasions—drivers have waved me past the farebox without my swiping my BruinCard. I have also heard from transit agencies that the GFI fare boxes undercount boarding passengers. How would an undercounting of boardings affect the estimate of how BruinGO reduced parking demand?
11. The results of Table 7 depend on an estimate that only 53.5 percent of faculty/staff BruinGO rides are for commuting. Please explain how Crain and Associates divined the travel intentions of faculty and staff when they boarded the Blue Bus.
12. The results in Table 7 depends on the estimate that only 72.6 percent of faculty/staff who drive to campus park on campus, and that 27.4 percent of faculty/staff automobile commuters park off-campus. If this estimate is accurate, how many total faculty/staff automobile commuters park off-campus on an average day?
13. In Table 7, the last shrinkage factor (84.5%) for the estimated effect of BruinGO shifts the analysis from *vehicle trips* to *parking permits*. Parking permits don't park, vehicles do. What is the rationale for this last shrinkage in parking space usage?
14. In Table 7, the compounding of several pessimistic and questionable assumptions in the seven successive multiplications distorts the effect of BruinGO on parking demand. This compound pessimism leads to the rather surprising conclusion that 2,155 faculty/staff Blue Bus boardings per day reduced faculty/staff parking demand by only 95 spaces. This compounded pessimism also occurs in Table 8 for student BruinGO ridership. Please conduct a sensitivity analysis (with less uniformly pessimistic assumptions) to suggest the possible uncertainty in the results.
15. On page 13, "this year's increase in usage" of BruinGO is mentioned but not discussed further. Please compare BruinGO ridership in 2001-2002 with the ridership in 2000-2001. How much did BruinGO ridership increase during the second year?
16. Page "v" of the Executive Summary mentions that BruinGO cost \$1.2 million in its first year. Please provide a breakdown of this cost in the first year. How much did UCLA pay the Blue Bus for transit fares in 2000-2001? What were the other expenses?
17. In a previous report (January 1998), Crain and Associates predicted that a transit-pass program for faculty/staff only (not including students) would cost \$2.1 million a year and

would attract 315 new transit riders for commuting to campus. Please compare their previous prediction with the cost and ridership for BruinGO in 2000-2001.

18. If a comparison (requested in 17 above) of the costs and benefits of BruinGo forecast by Crain and Associates in 1998 with the actual costs and benefits of the program find that Crain and Associates forecast was both very inaccurate and very pessimistic (that is, that the program increased transit use far, far more than was predicted by Crain and Associates at far, far less cost than was predicted by Crain and Associates), please present evidence to suggest that Crain and Associates latest evaluation of the BruinGo is not similarly pessimistic.
19. The evaluation by Crain and Associates does not mention the many e-mail comments that students, staff, and faculty sent to Transportation Services about BruinGO. This omission suggests that the UCLA administration asks members of the UCLA community for comments, and then ignores them. Please summarize these comments as part of the evaluation of BruinGo.
20. Page A-2 mentions the "sample variances" of the SCAQMD surveys. Please estimate these sample variances.
21. Crain and Associates's evaluation focuses narrowly on BruinGO's benefits to the Parking Service, but does not consider other benefits to the wider UCLA community. In February 2000, the Transportation Services Advisory Board agreed to three main criteria for evaluating BruinGO: (1) Does it increase demand for public transit? (2) Does it reduce parking demand? (3) Does it provide a cost-effective alternative mode of transportation to campus? The consultant report looked only at the issue of parking demand. Was the consultant instructed to only consider the effect of BruinGo on parking demand, or was the neglect of other benefits unintentional? In either case, the evaluation reads as though the client is a parking lot operator, and not a great university in a city that suffers from severe traffic congestion and air pollution problems.
22. An evaluation of BruinGo was also be conducted by researchers in the UCLA Institute of Transportation Studies. Please summarize the findings of this study (1) with respect to the finding in the EIR that "Transit subsidies for faculty and staff have previously been evaluated and have not been recommended because of the limited potential to reduce total parking demand" and (2) in comparison to the findings of the Crain and Associates report. Please explain any divergence in the findings of these two evaluations.
23. I am an Associate Professor Urban Planning and Director of the UCLA Institute of Transportation Studies. I conduct research on both public transit systems and travel behavior, and have published extensively on both of these topics. I am also familiar with rules governing mitigations in EIRs and EISs and can only conclude that the effort to minimize the effects of the wildly successful BruinGo program in this environmental review reflects a desire by Parking Services to avoid acknowledging the obvious -- that BruinGo is an effective traffic mitigation program -- and thus being bound by the EIR to

continue the program as part of the environmental review process. Please describe how this environmental review would affect the BruinGo program should the authors of the report concede that BruinGo has in fact significantly reduced vehicle travel and parking at UCLA.

24. I have attached four figures that summarize the information in Tables 3 and 4 in your consultant's report. Please comment on what each of these figures suggests regarding the effects of BruinGo on (1) the demand for public transit among UCLA students, staff, and faculty, (2) the demand for parking on campus, and (3) whether it provides a cost-effective alternative mode of transportation to UCLA.



Response to Comment Letter 371

E-mail from Brian D. Taylor, dated December 21, 2002

Response to Comment 371-1

Refer to Response to Comment 33-2 for a discussion of the use of the Capital Programs website to submit electronic comments on the 2002 LRDP Draft EIR.

Response to Comment 371-2

Refer to Topical Response A (BruinGo Program) for a more detailed discussion of the BruinGo program.

It should also be noted that Inclusion of PP 4.13-1(d) commits the University to continue to meet the AVR and trip reduction requirements established by the SCAQMD throughout the planning horizon of the 2002 LRDP. Although the current elements of the TDM program were described in the 2002 LRDP Draft EIR, PP 4.13-1(d) acknowledged that the elements of the program are subject to change. The University has implemented a comprehensive TDM program for almost two decades, which has substantially reduced parking demand and trip generation, and had achieved the AVR and trip reduction requirements mandated by the SCAQMD by spring 2000, prior to the implementation of the BruinGo pilot program.

Zacuto, Curtis

From: Shoup, Donald (SPPSR-Urban Plg)
Sent: Monday, December 23, 2002 10:38 AM
To: Zacuto, Curtis
Subject: EIR comments
Curtis,

I received this message from a member of the Geography Department. I hope that other members of the UCLA community are not having similar problems in submitting comments on the EIR.

X-Sieve: CMU Sieve 2.2
Date: Fri, 20 Dec 2002 13:07:36 -0800 (PST)
From: Weiping Li <wli@weber.sscnet.ucla.edu>
To: Donald Shoup <shoup@ucla.edu>
Subject: Re: CAN BRUINGO BE MADE PERMANENT?
X-Scanned-By: MIMEDefang 2.25 / SpamAssassin 2.43 / mail.ucla.edu
X-Probable-Spam: no
X-Spam-Hits: -3.1

Dear Donald,
When I tried to browse the website you mentioned to support BRUINGO, the window closed automatically, I gave up after several tries, but I won't give up my support for BRUINGO, that's why this email is sent to you, would you please pass on my viewpoint to those who may concern?

I like Bruingo not only because of its convenience, but for its great influence on the public transportation in Santa Monica and nearby regions. Just think of the REALLY WORSE public transportation system in LA and the NO.1 bad air condition in USA, why shouldn't we--the educated group to shout our voices to the public as well as the governors? How many parking lots must we construct to meet the increasing needs if personal cars are increasing as a result of notorious bad public transportation? When can we get out of this dirty circle?

I really appreciate your effort for this issue.
Merry Christmas and Happy New Year!

My best regards,

--Weiping

Weiping Li, Ph.D
Department of Geography, UCLA
1255 Bunche Hall
Los Angeles, CA 90095-1524

12/23/2002

372-1

E-mail: wli@geog.ucla.edu
phone: 310-825-6628(o)

Response to Comment Letter 372

E-mail from Weiping Li, dated December 23, 2002

Response to Comment 372-1

Refer to Topical Response A (BruinGo Program) for a discussion of the BruinGo program.

December 18, 2002

TO: UCLA Capital Programs
Attn: Environmental Planning
1060 Veteran Avenue
Los Angeles, CA 90095-1405

From: Scott E. Hoaby
2659 South Barrington Avenue, #203
Los Angeles, CA 90064

Subject: The LRDP and Bicycle Targets.

DEC 18 1 55 PM '02

I am writing this letter in response to your request for comments on the Long Range Development Plan (LRDP) for UCLA. I am quite impressed with the obvious thoughtfulness that went into the plan. I would like to request that an addition or enhancement be made to the plan to include targets for biking to UCLA. I believe that the inclusion of biking in the plan will be beneficial to students and employees, and to the UCLA and the West Los Angeles area in general.

Benefits:

Many students and faculty members ride bicycles to UCLA. The benefit to the students is that bicycling provides an efficient alternative to mass transportation since bicycling is often faster or equivalent to buses in door-to-door travel time. It is a cheaper alternative to buying a parking permit for an automobile. It provides the student or faculty member with exercise and it allows them to 'park' in the vicinity of their destination.

The benefit to UCLA is that it reduces the needs for automobile parking facilities. It also reduces automobile traffic in and around UCLA. The reduction in parking facilities translates into real dollars for UCLA, and if biking is at a high enough level, these dollars can be very significant.

The benefit to the Los Angeles area around UCLA is that biking reduces automobile traffic and thereby reduces air pollution as well as traffic snarl. Traffic snarl is an everyday afternoon rush hour problem in Westwood Village, and is an entire-afternoon affair on special days such as Farmer's Market Thursdays. The snarl negatively affects bus effectiveness.

Targets:

Just as the LRDP has formulated targets such as 139,500 daily vehicle trips to UCLA (10, 29), targets for bike traffic and bicycle 'parking' facilities could be formulated so that the question of how to facilitate and encourage more people to bike to UCLA will be addressed in future development meetings. I would like to request that they are formulated.

Specific Needs for an Enhanced Bicycle Plan:

The specific needs for an enhanced bicycle plan are motivated by the needs for ease of movement, security of parked bicycles, rider safety (i.e., riding safely), and convenience of shower facilities. Some specific needs are the following:

- o On-campus needs
 - Bike path from Wooden Center to Powell Library
 - Bike path from Wooden Center to the Life Sciences Building
 - Bike path through the SW corridor area.
 - Modernization of the bike racks to increase the difficulty of theft.

373-1



- ~ A plan to modify portions of staircases where appropriate to permit bikes. Examples: the staircase from the SW corner of the sculpture garden down to Bunche Hall; the staircase north of the inverted fountain.
 - ~ Dispersed shower facilities so that bikers can shower upon their arrival at UCLA without having to go to the Wooden Center.
 - ~ Transformation of curbs in areas from 'step-up' to 'inclines' so bikers do not have to get off their bikes to get around.
 - ~ A complete evaluation of the UCLA sidewalk and road system to identify how to improve bike riding ease and safety. For example, 90 degree corners on walkways are OK for walkers, but do not work well for ease of biking; the tunnel under the parking structure, traversed when riding from the Engineering Building to Gayley, lacks a bike path hence is dangerous for riders.
- o Off-campus needs
- ~ Bike-paths. Ideally these would be off-road dedicated areas to maximize safety. They could be part of a sidewalk system.
 - ~ Bike Routes, which I define as a portion of an existing road.
 - ~ Highly visible bike route signs; replacement of current green (camouflage-like) signs with ones that motorists will see.
 - ~ Clarification of and publication of bikers rights and responsibilities when travelling on roads bearing Bike Route signs.
 - ~ Communication of bikers rights and responsibilities to the public.
 - ~ Alteration of curbs from 'step-ups' to 'inclines' where bikers naturally traverse.
 - ~ Enhancement or alteration of a subset of residential streets around campus into Bike Routes so bikers can ride safely to campus off the major thoroughfares.
 - ~ Upgrade of street crossing detectors to facilitate bikers; that is, adopt new technology in order to eliminate the need of a rider to get off their bike and walk to a post and push a street-crossing button.

373-1

In my casual conversations, I have found that many people would like to ride a bike to UCLA but do not. The main inhibitors are lack of bike routes, which means riding to UCLA is unsafe in their estimation, lack of facilities to get clean upon arrival, and bike riding labor. The last item cannot be fixed or addressed by the LRDP. The first two, however, can be.

I believe that UCLA, West Los Angeles, students and UCLA employees can benefit by an improved biking system. I also believe that the LRDP is an appropriate place to articulate targets that explicitly demonstrate a commitment to implementing and doing continuous improvement to a biking system for UCLA and the surrounding area.

I hope that this letter as well as any letters you receive from my biking colleagues will encourage you to add biking targets to the final version of the LRDP.

Respectfully submitted,

Scott Ernest Hoaby
UCLA Grad Student
Political Science.

Response to Comment Letter 373

Letter from Scott E. Hoaby, dated December 18, 2002

Response to Comment 373-1

The following response addresses the points raised in the comment.

Benefits

This comment is acknowledged. Bicycle commuting as an alternative form of transportation is an integral feature of UCLA's Transportation Demand Management Program (TDM). As discussed in the 2002 LRDP Draft EIR (Volume 1, pages 4.13-16 through 4.13-18), TDM was adopted to achieve UCLA's goals of reducing the number of vehicle trips and parking demand on campus. A reduction in trips results in fewer vehicles driving to campus (especially during peak periods), and thus, fewer air pollutants are emitted on a daily basis. The TDM program also provides mobility options for students, faculty, and staff, such as bicycling, van and car pooling, and bus commuting. Therefore, the UCLA TDM program contributes to improvements in regional air quality and supports alternative modes of transportation. Refer to Topical Response D (Bicycling Commuting Conditions and Facilities) for a discussion of UCLA's commitment to bicycle commuting and the value of bicycle commuting in achieving transportation and air quality goals. Refer to Topical Response D for a discussion of UCLA's commitment to bicycle commuting, the value of bicycle commuting in achieving transportation goals (including accomplishments to achieving trip generation and parking demand reduction and goals set by the Southern California Air Quality Management District) and bicycle infrastructure.

Targets

While bicycle issues such as access and parking have been consistently addressed incrementally by UCLA Transportation Services Department, a comprehensive bicycle plan has not been developed. However, UCLA Transportation Services Department supports development of such a plan and will work with student groups and the UCLA bicycling community to develop a bicycle long range plan. The Plan could include targets as suggested in the comment for bicycle commuting and will be discussed when the Plan is prepared with input from the UCLA Bicycle Advocacy Committee and the UCLA bicycling community.

Specific Needs for an Enhanced Bicycle Plan

On-campus needs:

- Bike path from Wooden Center to Powell Library
- Bike path from Wooden Center to the Life Sciences Building
- Bike path through the SW corridor area

Refer to Response to Comment 26-3 regarding designated bicycle only pathways on campus.

- Modernization of bike racks to increase the difficulty of theft

UCLA Transportation Services Department periodically receives the latest information on bike rack technology. When development projects impact bike parking, Transportation Services Department works with Capital Programs to install modern, safe bike racks large enough to support the bike population of that given location. Also, when older racks are damaged or in need of repair, Transportation Services Department replaces the racks with modern racks designed for safety and convenience. The bicycle long range plan will address issues regarding bicycle safety and theft.

- A plan to modify portions of staircases where appropriate to permit bikes. Examples: the staircase from the SW corner of the sculpture garden down to Bunche Hall; the staircase north of the inverted fountain.

The bicycle long range plan will address bicycle access within the campus boundaries regarding safety convenience for bicyclists.

- Dispersed shower facilities so that bikers can shower upon their arrival at UCLA without having to go to the Wooden Center.

Refer to Response to Comment 26-3 (3) regarding shower facilities on campus.

- Transformation of curbs in areas from 'step-up' to 'inclines' so bikers do not have to get off their bikes to get around.
- A complete evaluation of the UCLA sidewalk and road system to identify how to improve bike riding ease and safety. For example, 90 degree corners on walkways are OK for walker, but no not work well for ease of biking; the tunnel under the parking structure, traversed when riding from the Engineering Building to Gayley, lacks a bike path hence is dangerous for riders.

Bicyclists' safety and access around campus will be addressed in the bicycle long range plan. Also note that UCLA has studied the feasibility of bike lanes on campus roadways and concluded that bicycle lane accommodation is infeasible and unlikely due to constrained roadway width, which directly affects overall roadway safety. Refer to Response to Comment 26-3 (3) regarding on and off-roadway safety for bicyclists.

Off-campus needs:

- Bike paths. Ideally these would be off-road dedicated areas to maximize safety. They could be part of a sidewalk system.
- Bike Routes, which I define as portion of an existing road.
- Highly visible bike route signs; replacement of current green (camouflage-like) signs with ones that motorists will see.
- Clarification of and publication of bikers rights and responsibilities when traveling on roads bearing Bike Route signs.
- Communication of bikers rights and responsibilities to the public.

- Alteration of curbs from 'step-ups' to 'inclines' where bikers naturally traverse.
- Enhancement or alteration of a subset of residential streets around campus into Bike Routes so bikers can ride safely to campus off the major thoroughfares.
- Upgrade of street crossing detectors to facilitate bikers; that is, adopt new technology in order to eliminate the need of a rider to get off their bike and walk to a post and push a street crossing button.

Regarding off-campus needs, the University has incorporated bicycle infrastructure improvements. For instance, the design of the Academic Health Center (now under construction) includes a setback along the east side of Gayley Avenue to provide extension of the existing bicycle lane along this roadway. Once completed, the bicycle lane will extend north along Gayley to the campus entrance at Strathmore Place. Further, the campus continues to work with agencies, such as the City of Los Angeles, Los Angeles County Metropolitan Transportation Authority (MTA), and the Southern California Association of Governments (SCAG), on comprehensive regional bicycle planning and implementation. For example, the University supports the Santa Monica Boulevard and Little Santa Monica Boulevard widening project where the two streets will be merged into one with provisions of a new landscaped median and designated bicycle path. The University acknowledges that such an improvement benefits the UCLA biking community. As demonstrated, bicycling has been and continues to be integral in transportation goals especially in trip generation and parking demand reduction and the campus remains committed to bicycling as an alternative mode of transportation to campus. However, UCLA has no jurisdiction over off-campus areas and implementation of the "off-campus needs" list is thus infeasible.

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PUBLIC HEARING
ON THE DRAFT ENVIRONMENTAL IMPACT REPORT
FOR THE PROPOSED UCLA LONG RANGE DEVELOPMENT PLAN
AND NORTHWEST HOUSING INFILL PROJECT

WEDNESDAY, NOVEMBER 20, 2002
7:17 P.M.

UCLA FACULTY CENTER
CALIFORNIA ROOM

LINDA BICHE, CSR NO. 3359, RMR, CRR

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LOS ANGELES, CALIFORNIA
WEDNESDAY, NOVEMBER 20, 2002, 7:17 P.M.

- - O - -

MS. LELAH: I APOLOGIZE. WE'VE HAD A LITTLE TECHNICAL
PROBLEM HERE WITH THE WIRING AND THE ADAPTORS AND WHATNOT.

I WANT TO WELCOME YOU ALL THIS EVENING TO THE
PUBLIC HEARING ON THE DRAFT EIR FOR THE LONG RANGE
DEVELOPMENT PLAN FOR UCLA, WHICH INCLUDES THE NORTHWEST
HOUSING PROJECT. THE PURPOSE OF THIS HEARING IS TO PROVIDE
AN OPPORTUNITY FOR PUBLIC COMMENT ON THE POTENTIAL
ENVIRONMENTAL EFFECTS OF THE PROJECT.

I'D LIKE TO THANK YOU ALL FOR TAKING THE TIME
THIS EVENING TO PARTICIPATE IN OUR PROCESS. THE UNIVERSITY
VALUES YOUR INPUT AS WE GO THROUGH THIS PLANNING AND
ENTITLEMENT PROCESS.

MY NAME IS TOVA LELAH. MANY OF YOU KNOW ME.
THIS IS CURTIS ZACUTO ON MY RIGHT. HE'S THE
PRINCIPAL ENVIRONMENTAL PLANNER AT UCLA, AND WE'RE GOING TO
BOTH SERVE AS HEARING OFFICERS FOR THIS EVENING'S HEARING.

22 TONIGHT'S MEETING IS COMPRISED OF THREE PARTS.
23 THE FIRST IS A DESCRIPTION OF THE EIR PROCESS AND THE FORMAT
24 FOR THE HEARING THIS EVENING. SECONDLY, I WILL READ A
25 PROJECT DESCRIPTION AND A SUMMARY OF THE SIGNIFICANT

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1 ENVIRONMENTAL EFFECTS OF THE PROJECT. AND THIRD, WE WILL
2 OPEN THE FLOOR TO TAKE COMMENTS FROM THOSE OF YOU WHO WISH TO
3 SPEAK TONIGHT, AND THEN WE WILL CONCLUDE THE HEARING.

4 FIRST, I'LL DISCUSS THE EIR PROCESS.

5 ON APRIL 6TH OF THIS YEAR, WE HELD A PUBLIC
6 INFORMATION AND EIR SCOPING MEETING ON CAMPUS AT THE MORGAN
7 CENTER. SOME OF YOU MIGHT HAVE ATTENDED THAT MEETING. THE
8 NOTICE OF THE MEETING WAS MAILED TO MANY COMMUNITY GROUPS AND
9 INDIVIDUALS AND WAS ADVERTISED IN THE L.A. TIMES AND THE
10 UCLA DAILY BRUIN.

11 AT THAT MEETING, CAMPUS EXECUTIVES AND STAFF
12 PRESENTED INFORMATION ON THE PROPOSED UPDATE TO THE LONG
13 RANGE DEVELOPMENT PLAN AND THE HOUSING COMPONENT OF THAT
14 PLAN. THE HOUSING COMPONENT, AS YOU KNOW, IS CALLED THE
15 NORTHWEST HOUSING INFILL PROJECT.

16 THOSE IN ATTENDANCE AT THE SCOPING MEETING HAD
17 AN OPPORTUNITY TO ASK QUESTIONS ABOUT THE PROJECT AND RAISE
18 ISSUES OF CONCERN TO THE NEIGHBORING COMMUNITY. ALL ISSUES
19 RAISED IN THE APRIL MEETING HAVE BEEN CONSIDERED IN THE DRAFT
20 EIR AS THEY PERTAIN TO THE ENVIRONMENTAL ANALYSIS OF THIS
21 PROJECT.

22 THE DRAFT EIR FOR THIS PROJECT WAS DISTRIBUTED
23 ON OCTOBER 31ST TO OVER 80 AGENCIES, LOCAL HOMEOWNER GROUPS,
24 ORGANIZATIONS, AND OTHER INTERESTED INDIVIDUALS. IN
25 ADDITION, NOTICES DESCRIBING THE AVAILABILITY OF THE DRAFT

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1 EIR AND PROVIDING INFORMATION ABOUT THIS PUBLIC HEARING WERE
2 PLACED IN THE L.A. TIMES AND THE UCLA DAILY BRUIN.

3 FINALLY, THE DRAFT EIR IS AVAILABLE FOR PUBLIC
4 REVIEW IN NINE LOCAL LIBRARIES AND TWO ON-CAMPUS LIBRARIES
5 AND ALSO POSTED ON THE WEB, PROVIDING THE OPPORTUNITY TO
6 COMMENT DIRECTLY ON-LINE FOR THOSE WHO WISH THAT VENUE.

7 COPIES OF THE NOTICE OF AVAILABILITY OF THE
8 DRAFT EIR AND THE PUBLIC HEARING ARE AVAILABLE ON THE BACK
9 TABLE WHERE LYNN KAUFMAN, WHO IS ONE OF OUR STAFF PEOPLE, IS
10 SITTING. THE NOTICE LISTS THE LIBRARIES WHERE THE DOCUMENTS
11 ARE AVAILABLE AND THE WAYS TO PROVIDE WRITTEN COMMENTS.

12 IN ACCORDANCE WITH THE CALIFORNIA ENVIRONMENTAL
13 QUALITY ACT, DISTRIBUTION OF THE DRAFT EIR ESTABLISHED A
14 45-DAY PUBLIC REVIEW PERIOD, WHICH WILL CONCLUDE AT 5:00 P.M.

15 ON MONDAY, DECEMBER THE 16TH, 2002. WRITTEN COMMENTS MUST BE
16 RECEIVED BY THAT TIME IN ORDER TO BE RESPONDED TO IN THE

17 FINAL EIR.

18 TONIGHT'S HEARING IS BEING RECORDED AND
19 TRANSCRIBED BY A CERTIFIED COURT REPORTER. THE TRANSCRIPT OF
20 TONIGHT'S HEARING AND ANY WRITTEN CORRESPONDENCE RECEIVED BY
21 DECEMBER 16TH AND THE UNIVERSITY'S RESPONSES TO COMMENTS ON
22 THE POTENTIAL EFFECTS OF THE PROJECT WILL BE INCLUDED IN THE
23 FINAL EIR. THE UNIVERSITY PROPOSES TO SUBMIT THE FINAL EIR
24 FOR CONSIDERATION BY THE REGENTS, WHICH IS THE GOVERNING BODY
25 OF THE UNIVERSITY, AT MEETINGS SCHEDULED FOR MARCH 9TH

0004

1 AND 20TH, 2003 IN SAN FRANCISCO.

2 NOW, I'D LIKE TO BRIEFLY DESCRIBE THE FORMAT OF
3 THE MEETING THIS EVENING.

4 TONIGHT'S PUBLIC HEARING IS BEING HELD IN
5 ACCORDANCE WITH THE UNIVERSITY'S PROCEDURES FOR
6 IMPLEMENTATION OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.

7 THE FORMAT OF THIS HEARING IS INTENDED TO
8 PROVIDE EACH OF YOU WITH AN OPPORTUNITY TO PRESENT COMMENTS
9 CONCERNING THE DRAFT EIR.

10 IF YOU WOULD LIKE TO PROVIDE US WITH YOUR
11 COMMENTS THIS EVENING, I ASK THAT YOU FILL OUT A SPEAKER FORM
12 AVAILABLE AT THE TABLE IN THE BACK OF THE ROOM AND GIVE IT TO
13 LYNN WHO WILL BRING THEM UP TO US.

14 EACH SPEAKER WILL INITIALLY BE LIMITED TO FIVE
15 MINUTES TO PRESENT HIS OR HER COMMENTS. ONCE ALL THE
16 SPEAKERS HAVE PRESENTED THEIR COMMENTS, IF THERE ARE SOME
17 THAT WOULD LIKE AN ADDITIONAL FIVE MINUTES, PLEASE LET US
18 KNOW SO WE CAN CALL YOU UP TO THE PODIUM AGAIN AFTER EVERYONE
19 HAS HAD A CHANCE TO SPEAK.

20 SINCE THIS IS A FORMAL PUBLIC HEARING, I WILL
21 NOT BE ABLE TO ENGAGE IN A DIALOGUE OR RESPOND TO THE
22 COMMENTS PRESENTED THIS EVENING, EXCEPT TO ANSWER QUESTIONS
23 ABOUT THE EIR PROCESS AND THE FORMAT FOR THIS MEETING.

24 THE PRIMARY REASON FOR THIS IS TO ENSURE THAT
25 THE DRAFT EIR FOR THE PROJECT CONSTITUTES THE COMPLETE PUBLIC

0005

1 RECORD WITHOUT FURTHER ELABORATION OR INTERPRETATION. THIS
2 ENSURES THAT EVERY PERSON REVIEWING AND COMMENTING ON THE
3 DRAFT EIR, WHETHER IT IS VERBALLY AT THIS MEETING OR LATER IN
4 WRITING, HAS RECEIVED THE SAME INFORMATION.

5 THIS IS ESPECIALLY IMPORTANT SO AS NOT TO
6 UNINTENTIONALLY DISADVANTAGE THOSE PERSONS WHO ARE UNABLE TO
7 COME TO THIS PUBLIC HEARING THIS EVENING. IN ACCORDANCE WITH
8 THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, ALL COMMENTS ON THE
9 DRAFT EIR PRESENTED TONIGHT OR IN WRITTEN CORRESPONDENCE MUST
10 BE RESPONDED TO IN THE FINAL EIR, WHICH WE ANTICIPATE WILL BE
11 RELEASED IN MARCH OF NEXT YEAR.

12 ARE THERE ANY QUESTIONS ABOUT THE EIR PROCESS

13 I'VE JUST DESCRIBED OR THE FORMAT FOR TONIGHT'S HEARING?
14 OKAY. THEN NOW, YOU HAVE TO LISTEN. I'LL READ
15 A SUMMARY OF THE PROPOSED PROJECT AND THE SIGNIFICANT
16 ENVIRONMENTAL EFFECTS AS DISCLOSED IN THE DRAFT EIR.

17 THE UNIVERSITY OF CALIFORNIA PROPOSES TO UPDATE
18 THE LONG RANGE DEVELOPMENT PLAN FOR THE UCLA CAMPUS TO
19 ACCOMMODATE THE STATE'S REQUEST TO INCREASE STUDENT
20 ENROLLMENT IN BOTH THE REGULAR AND SUMMER ACADEMIC SESSIONS.
21 THE PROPOSED UPDATE TO THE CAMPUS LONG RANGE DEVELOPMENT PLAN
22 EXTENDS THE CURRENT 1990 LONG RANGE DEVELOPMENT PLAN HORIZON
23 YEAR FROM 2005-6 TO 2010-11 WHILE MAINTAINING THE SQUARE
24 FOOTAGE DEVELOPMENT, THE PARKING, AND THE TRIP GENERATION
25 LIMITS OF THE CURRENT PLAN.

0006

1 THE PROPOSED UPDATE CONSIDERS DEVELOPMENT OF
2 THE REMAINING 1.71 MILLION SQUARE FEET PREVIOUSLY APPROVED IN
3 THE 1990 LONG RANGE DEVELOPMENT PLAN AND MAINTAINS THE SAME
4 CAMPUS LAND USE ZONES ESTABLISHED IN 1990.

5 THE 1.71 MILLION SQUARE FEET OF DEVELOPMENT IS
6 ALLOCATED AMONG THE EIGHT LAND USE ZONES IN ORDER TO PROVIDE
7 FOR THE ANTICIPATED TEACHING, RESEARCH, AND ANCILLARY NEEDS
8 OF THE CAMPUS THROUGH 2010.

9 THE 2002 LRDP ACCOMMODATES GROWTH IN THE
10 ON-CAMPUS WEEKDAY POPULATION, WHICH IS COMPRISED OF STUDENTS,
11 STAFF, AND EMPLOYEES AND VISITORS. THE GROWTH IS ESTIMATED
12 AT 4,873 INDIVIDUALS IN THE REGULAR ACADEMIC SESSION AND
13 6,992 INDIVIDUALS IN THE 12-WEEK SUMMER SESSION, AND THIS
14 GROWTH IS ESTIMATED TO OCCUR BY 2010.

15 THE PROPOSED 2002 LRDP INCLUDES A STUDENT
16 HOUSING COMPONENT TO CONSTRUCT 2000 BEDS OF ON-CAMPUS
17 UNDERGRADUATE STUDENT HOUSING IN THE NORTHWEST ZONE.

18 THE HOUSING WOULD BE PROVIDED IN THREE NEW
19 NINE-STORY RESIDENCE HALLS CONSTRUCTED IN CLOSE PROXIMITY TO
20 THE EXISTING HEDRICK AND RIEBER RESIDENCE HALLS ON CAMPUS.
21 THESE NEW BUILDINGS WOULD BE CONSTRUCTED ON EXISTING SURFACE
22 PARKING LOTS AND LANDSCAPED AREAS.

23 THE PROJECT INCLUDES RECONFIGURATION OF THE
24 GROUND FLOORS OF THE EXISTING RESIDENCE HALLS AND DEMOLITION
25 OF THE EXISTING HOUSING ADMINISTRATION BUILDING AND

0007

1 FACILITIES MANAGEMENT STRUCTURES IN THE NORTHWEST ZONE.

2 ALSO PROVIDED AS PART OF THE PROJECT IS A
3 PARKING STRUCTURE TO BE LOCATED SOUTH OF DYKSTRA HALL ON
4 GAYLEY AVENUE. THE PARKING STRUCTURE WOULD PROVIDE UP TO
5 299 PARKING SPACES. OF THESE SPACES, 233 ARE PROVIDED TO
6 REPLACE THOSE THAT WILL BE REMOVED FROM THE EXISTING SURFACE
7 LOTS THAT WILL BE USED FOR THE SITES FOR THE NEW RESIDENCE
8 HALLS. THE REMAINING 66 PARKING SPACES WOULD BE ADDED TO THE

9 CAMPUS PARKING INVENTORY IN ORDER TO PROVIDE FOR THE PARKING
10 NEEDS ASSOCIATED WITH THE HOUSING PROJECT.

11 LASTLY, THE PROJECT INCLUDES A RECREATION
12 FACILITY FOR USE BY STUDENT RESIDENTS. THE RECREATION
13 COMPONENT OF THE PROJECT INCLUDES A 15,000 SQUARE FOOT
14 FACILITY TO PROVIDE INDOOR FITNESS AND STUDENT RECREATIONAL
15 USES AND OUTDOOR FACILITIES INCLUDING POTENTIALLY A SHALLOW
16 LEISURE POOL, LAWN AREAS, AND BASKETBALL AND VOLLEYBALL
17 COURTS.

18 OVERALL, THE PROJECT WOULD INVOLVE THE
19 CONSTRUCTION OF 550,000 NET NEW GROSS SQUARE FEET OR
20 APPROXIMATELY ONE-THIRD OF THE 1.71 MILLION SQUARE FEET
21 CONSIDERED IN THE 2002 LRDP. CONSTRUCTION OF THE NORTHWEST
22 HOUSING INFILL PROJECT IS ANTICIPATED TO BEGIN IN 2003 WITH
23 COMPLETION BY 2006-7.

24 THE VARIOUS GRAPHICS AROUND THE ROOM ILLUSTRATE
25 THE PROPOSED SITE PLAN FOR THE NORTHWEST HOUSING PROJECT AND
0008

1 ALSO SHOW LONG RANGE VIEWS OF THE PROJECT SITE FROM
2 NEIGHBORING AND ON-CAMPUS AREAS.

3 THE DRAFT EIR IS PRESENTED IN TWO PARTS.
4 VOLUME 1 PROVIDES A PROGRAM-LEVEL ANALYSIS OF THE LONG RANGE
5 DEVELOPMENT PLAN AND VOLUME 2 PROVIDES A PROJECT-LEVEL
6 ANALYSIS FOR THE NORTHWEST HOUSING INFILL PROJECT, WHICH IS A
7 COMPONENT OF THE LONG RANGE DEVELOPMENT PLAN.

8 THE PROGRAM-LEVEL ANALYSIS OF THE LONG RANGE
9 DEVELOPMENT PLAN IDENTIFIES SIGNIFICANT AND UNAVOIDABLE
10 ENVIRONMENTAL IMPACTS FOLLOWING IMPLEMENTATION OF ALL
11 FEASIBLE MITIGATION MEASURES. THESE IMPACTS OCCUR IN THE
12 AREAS OF:

13 CONSTRUCTION, MOSTLY AIR QUALITY, TRAFFIC, AND
14 NOISE, BOTH ON CAMPUS AND OFF CAMPUS.

15 ANOTHER AREA OF SIGNIFICANT UNAVOIDABLE IMPACTS
16 OCCUR IN CONSTRUCTION GROUNDBORNE VIBRATION TO ON-CAMPUS USES
17 ONLY.

18 OPERATIONAL AIR QUALITY IMPACTS FOR MOBILE
19 EMISSIONS ARE SIGNIFICANT AND UNAVOIDABLE DURING THE 12-WEEK
20 SUMMER SESSION PERIOD, AND OPERATIONAL TRAFFIC IMPACTS ARE
21 SIGNIFICANT AND UNAVOIDABLE AT 12 LOCATIONS DURING THE SUMMER
22 AND FOUR LOCATIONS DURING THE REGULAR SESSION.

23 I'D LIKE YOU TO NOTE THAT THE NUMBER OF
24 SIGNIFICANTLY IMPACTED LOCATIONS WERE INADVERTENTLY
25 INCORRECTLY DESCRIBED IN THE NOTICE OF COMPLETION THAT WAS

0009

1 MAILED OUT WITH THE DRAFT EIR. THE NOTICE OF COMPLETION
2 STATED THAT THERE WERE FIVE LOCATIONS IN THE SUMMER AND 25
3 LOCATIONS IN THE REGULAR SESSION. THOSE NUMBERS OF LOCATIONS
4 REPRESENT THE IMPACTS BEFORE MITIGATION.

5 SO LIKE I JUST SAID, THE REMAINING
6 SIGNIFICANTLY IMPACTED LOCATIONS, THE FOUR IN THE SUMMER AND
7 THE 12 IN THE REGULAR SESSION, ARE THOSE FOR WHICH THERE IS
8 NO FEASIBLE MITIGATION.

9 THE PROJECT-LEVEL ANALYSIS FOR THE NORTHWEST
10 HOUSING INFILL PROJECT IDENTIFIES SIGNIFICANT AND UNAVOIDABLE
11 IMPACTS FOLLOWING IMPLEMENTATION OF FEASIBLE MITIGATION
12 MEASURES AS WELL. THESE IMPACTS OCCUR IN THE AREA OF:

13 CONSTRUCTION AIR QUALITY, TRAFFIC, AND NOISE,
14 BOTH ON CAMPUS AND OFF CAMPUS, AND CONSTRUCTION GROUNDBORNE
15 VIBRATION FOR ON-CAMPUS USES ONLY, AND LASTLY, OPERATIONAL
16 TRAFFIC IMPACTS AT TWO LOCATIONS DURING THE 12-WEEK SUMMER
17 SESSION.

18 THE IMPACT AREAS FOR WHICH THERE IS A
19 SIGNIFICANT AND UNAVOIDABLE CONTRIBUTION OF THE LRDP,
20 INCLUDING NORTHWEST HOUSING, TO SIGNIFICANT CUMULATIVE
21 IMPACTS ARE: CONSTRUCTION AND OPERATIONAL TRAFFIC AND
22 CONSTRUCTION AIR QUALITY EMISSIONS.

23 THIS CONCLUDES MY REMARKS SUMMARIZING THE KEY
24 COMPONENTS OF THE PROJECT AND THE FINDINGS OF THE DRAFT EIR.
25 NOW, WE'LL BEGIN THE PUBLIC TESTIMONY PORTION OF THE PUBLIC

0010

1 HEARING.

2 I'D LIKE TO REMIND EACH OF YOU THAT EACH
3 SPEAKER WILL INITIALLY HAVE FIVE MINUTES TO PRESENT HIS OR
4 HER COMMENTS. WE'LL USE A TIMER THAT WILL RING AFTER FIVE
5 MINUTES TO ALERT SPEAKERS THAT IT'S TIME TO CONCLUDE THEIR
6 COMMENTS.

7 ONCE ALL SPEAKERS HAVE PRESENTED THEIR
8 COMMENTS, IF THERE'S SOME WHO WOULD LIKE AN ADDITIONAL FIVE
9 MINUTES, PLEASE LET US KNOW SO WE CAN CALL YOU UP TO THE
10 PODIUM AGAIN AFTER EVERYONE'S HAD A CHANCE TO SPEAK.

11 I'M NOW GOING TO OPEN THE FLOOR TO SPEAKERS.
12 I'LL CALL EACH PERSON IN THE ORDER THAT THE SPEAKERS' REQUEST
13 FORM ARE SUBMITTED. I WILL ALSO ANNOUNCE THE NAME OF THE
14 SPEAKER TO FOLLOW SO THAT THE NEXT PERSON CAN BE PREPARED TO
15 SPEAK. I ASK THAT EACH SPEAKER PLEASE COME TO THE PODIUM,
16 STATE YOUR NAME AND ADDRESS AND PLEASE SPEAK CLEARLY.

17 FIRST SPEAKER WILL BE PAUL VERDON FOLLOWED BY
18 TONI GRAY.

19 MR. VERDON: I AM PAUL VERDON. I LIVE AT 10544
20 STRATHMORE, AND I'M A RESIDENT. AND I WANTED THE ANALYSIS TO
21 DO FURTHER INVESTIGATION IN THE TRANSPORTATION SECTION OF THE
22 EIR, SPECIFICALLY 4.13, TRANSPORTATION TRAFFIC, AND AS IT
23 PERTAINS TO HILGARD, STRATHMORE AND THE GENERAL AREA OF
24 WESTWOOD WITH THE BUS VOLUME.

25 THE PRESENTATION OR THE EIR APPEARS TO HAVE
0011

T-1

1 ONLY SCRATCHED THE SURFACE. IT LOOKS AT THE IMPACT WITHIN
2 ITS OWN BOUNDARIES OF UCLA AND NOT THE IMPACT TO THE
3 SURROUNDING NEIGHBORHOOD. THE SURROUNDING NEIGHBORHOOD HAS
4 ABOUT A THOUSAND BUSES A DAY COMING UP THERE.

5 THE REPORT IDENTIFIES THAT THE 4,000 STUDENTS
6 OR MORE WILL NOT IMPACT ANYMORE THAN THE CURRENT LEVEL OF BUS
7 SERVICE REQUIRED. HOWEVER, I THINK THEY NEED TO DO SOME MORE
8 ANALYSIS ON THAT, BECAUSE THE LOS ANGELES PROJECTED
9 POPULATION GROWTH IS, OVER THIS SAME PERIOD OF TIME WHEN THE
10 ADDITIONAL STUDENTS AND FACULTY, ET CETERA, WILL COME ON
11 CAMPUS, GREATER METROPOLITAN AREA, IS TO INCREASE 5,665,000
12 PEOPLE.

13 THIS HAS AN IMPACT ON US WHICH ISN'T
14 NECESSARILY UCLA'S PROBLEM, BUT THE BUSES COME UP HERE
15 PRIMARILY FOR UCLA, FOR NON-STUDENTS THAT WANT TO COME AND GO
16 TO ROYCE HALL AND ALL THE BENEFITS THAT THE CAMPUS OFFERS TO
17 NON-STUDENTS.

18 WE ARE ALREADY INUNDATED WITH NOISE THAT
19 EXCEEDS LEGAL DECIBEL LEVELS. WE FEEL STRONGLY THAT ANY
20 ADDITIONAL TRAFFIC -- AND THE CURRENT LEVEL IS
21 UNACCEPTABLE -- ANY ADDITIONAL IS TOTALLY UNACCEPTABLE.
22 THERE'S A 35 PERCENT GROWTH EXPECTED IN THE NEXT 10 YEARS TO
23 PARALLEL UCLA PLANS. IT'S IMPERATIVE THAT THEY ANALYZE THIS
24 FURTHER AND DO A LITTLE MORE HOMEWORK.

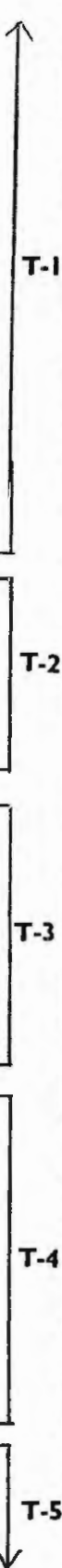
25 THE ADDITIONAL COMMENT I HAVE IS THAT HILGARD
0012

1 IS AN EXTREMELY WINDING STREET. WE UNDERSTAND IT'S A MAIN
2 THOROUGHFARE. HOWEVER, IT'S VERY SUSCEPTIBLE TO ACCIDENTS.
3 THE REPORTED ACCIDENTS -- AND REPORTED, AND I SAY VERY
4 LIGHTLY, BECAUSE WE SEE THEM ALL THE TIME. I LIVE VERY CLOSE
5 TO HILGARD, AND THEY AREN'T IN A REPORT THAT I GOT FROM THE
6 POLICE DEPARTMENT, AND THERE'S BEEN 70 WITHIN THE LAST COUPLE
7 OF YEARS.

8 THE SERIOUSNESS OF THE TRAFFIC OUTSIDE OF UCLA
9 CAMPUS GOES BEYOND, I THINK, WHAT THE ANALYSIS HAS PRESENTED
10 HERE. I THINK THEY NEED TO GIVE MORE CONSIDERATION TO THE
11 QUALITY OF LIFE ISSUES THAT ARE AFFECTING US AS HOMEOWNERS.
12 WE HAVE NOISE FROM ABOUT 5:30 IN THE MORNING UNTIL 1 O'CLOCK
13 AT NIGHT FROM THE BUSES SERVICING UCLA AND ALL ON PUBLIC
14 LAND.

15 AND THE REPORT DOES NOT REALLY CONSIDER HOW
16 THAT IMPACTS US. THEY DON'T ADDRESS IT, OTHER THAN TO SAY
17 THAT THEY ARE WORKING -- THAT UCLA IS WORKING WITH THE
18 RESIDENTS, WHICH IS TRUE.

19 THE REAL ISSUE, THOUGH, IS THE CONSIDERATION OF
20 A RELOCATION OF A BUS TERMINAL. THIS IS NOT A BUS STOP, BUT
21 A BUS TERMINAL. THERE ARE, AS I SAID, OVER A THOUSAND BUSES
22 A DAY THAT COME HERE. WE'RE NOT ASKING ANYMORE THAN TO GET



23 RID OF A TERMINAL. WE UNDERSTAND THE BUS STOPS NEED TO BE
24 HERE. BUT BIG BLUE, MTA, COME UP HERE AND THEY LAY OVER,
25 THEY STAGE THEIR BUSES, THEY TAKE THEIR REQUIRED UNION

0013

1 BREAKS, ALL AT THE EXPENSE OF THE LOCAL HOMEOWNER.

2 THERE'S CONVENIENT VENDING MACHINES AND COMFORT
3 RESTROOMS THERE FOR THE DRIVERS TO ENJOY THEIR TIME OFF,
4 WHICH IS WELL DESERVED, I'M SURE, BUT NOT IN OUR
5 NEIGHBORHOOD. AND THAT CONTRIBUTES TO THE CONSTANT NOISES OF
6 THE BUSES IDLING AS THEY PULL UP, THE U-TURN THAT HAS BEEN
7 VERY NOISY AND NOW THE BEEP.

8 AND I DO WANT TO SAY ONE MORE THING. SINCE
9 HILLEL WAS CONSTRUCTED, WHICH IS ACROSS THE STREET IN THE
10 STUDENT CENTER, THE NOISE AMPLIFICATION HAS INCREASED. THE
11 BUILDING WAS BUILT WITH MANY VARIANCES APPROVED BY OUR CITY
12 COUNCIL AND OPPOSED BY ALL OF THE HOMEOWNERS. THE BUILDING
13 EXCEEDS THE HEIGHT REQUIREMENT AND IT EXCEEDS THE SQUARE
14 FOOTAGE OF BUILDING FOR THE LAND. AND SINCE IT'S BEEN
15 COMPLETED, THE NOISE HAS INCREASED TREMENDOUSLY. SO I THINK
16 THAT NEEDS TO BE INCLUDED IN THE ANALYSIS.

17 MS. LELAH: THANK YOU, PAUL, FOR YOUR COMMENTS.

18 I'D LIKE TO CALL TONI GRAY TO BE FOLLOWED BY
19 PAULINE DIPEGO.

20 MS. GRAY: ARE WE SPEAKING TO YOU OR TO THE GROUP?

21 MS. LELAH: TO ME.

22 MS. GRAY: TO YOU.

23 MS. LELAH: YES.

24 MS. GRAY: OKAY. HI. HOW ARE YOU?

25 MS. LELAH: FINE. THANK YOU.

0014

1 MS. GRAY: I WOULD JUST LIKE TO POINT OUT -- FIRST OF
2 ALL, MY NAME IS TONI GRAY, AND I LIVE NEXT DOOR TO PAUL. I
3 LIVE AT 10538 STRATHMORE. I HAVE LIVED IN MY HOME AT LEAST
4 20 YEARS, AND I'M A UC PARENT.

5 I'D JUST LIKE, WHILE I'M SPEAKING AND OTHERS
6 ARE SPEAKING, FOR ALL OF YOU TO NOTICE THE BUS NOISE EVEN
7 HERE THIS FAR AWAY FROM THE BUS AND HOW THE BUILDING IS
8 SHAKING HERE. YOU CAN IMAGINE IF THIS IS YOUR BEDROOM -- AND
9 OUR BEDROOMS ARE CLOSER AND DOWNWIND -- HOW ANNOYING THAT
10 NOISE IS TO THE RESIDENTS. AND FOR THAT FACT, THAT IT HAS
11 NOW TURNED INTO A BUS LAYOVER AND NOT A BUS STOP AT THAT
12 LOCATION.

13 I MUST INSIST THAT THE DRAFT EIR IS WOEFULLY
14 INADEQUATE IN ADDRESSING THE BUS CAPACITY ISSUE. IT SAYS
15 THAT THE BUSES ARE CURRENTLY 50 PERCENT FULL. I'VE LIVED IN
16 THIS NEIGHBORHOOD FOR 20 YEARS. NEARLY THE MAJORITY OF THE
17 BUSES THAT COME UP HERE ARE EMPTY EXCEPT DURING PEAK HOURS.
18 DURING PEAK HOURS, THEY ARE FULL.

T-5

T-6

T-7

T-8

19 NOW, WE ALL KNOW THE REASON THEY'RE FULL AT
20 THOSE PEAK HOURS IS THAT IS BECAUSE WHEN THE STUDENTS COME
21 AND WHEN THEY LEAVE. SO HOW IS IT THAT THERE IS A 50 PERCENT
22 CAPACITY?

23 AND ARE THE STUDENTS GOING TO BE COMING AT
24 5:30 IN THE MORNING, 11:30 AT NIGHT, 1 O'CLOCK IN THE
25 MORNING?

0015

1 I DON'T THINK SO. THEY'RE GOING TO BE COMING
2 AT PEAK HOURS. SO IT'S COMPLETELY -- THE REPORT'S COMPLETELY
3 DISINGENUOUS. I THINK EITHER DISINGENUOUS OR THEY TOTALLY
4 DID NOT STUDY THE ISSUE, AND WE WILL HAVE TO DEMAND THAT THAT
5 ISSUE BE REVIEWED AND ANALYZED SCIENTIFICALLY BY
6 PROFESSIONALS WHO KNOW HOW TO DO THIS KIND OF ANALYSIS.

7 MY COLLEAGUE, MY NEIGHBOR, IS HOLDING JUST A
8 LITTLE GRAPHIC FOR YOU. I AM SURE YOU ARE FAMILIAR WITH THE
9 NEIGHBORHOOD. OUR HOMES ARE LOCATED HERE. THERE IS NO
10 HANDICAP ACCESS WHATSOEVER, SO ALL OF THE HANDICAP STUDENTS
11 WHO COME TO UCLA ARE PARKING ALL THEIR CARS -- IF THE BUSES
12 COULD COME INTO ACKERMAN, PERHAPS YOU WOULD GET RID OF A LOT
13 OF THE HANDICAP CARS. I MEAN, THE TURNAROUND AT ACKERMAN IS
14 FAR LARGER THAN THIS LOCATION OVER HERE BY STRATHMORE.

15 FURTHERMORE, THE OVERWHELMING MAJORITY OF THE
16 BUSES TRAVEL UP, UP HILGARD EMPTY. THEY ARRIVE EMPTY. THEY
17 LEAVE EMPTY, EXCEPT DURING VERY FEW PEAK HOURS. AND I WOULD
18 VENTURE TO SAY, A STUDY MIGHT SHOW THE STUDENTS MIGHT WELL
19 PREFER TO GET ON AND OFF AT ACKERMAN UNION WHICH, IN FACT,
20 WOULD BE MORE CONVENIENT.

21 THE BUSES COME UP TO LE CONTE, MAKE A RIGHT
22 TURN DOWN TIVERTON, LAY OVER SOMEWHERE -- IF THEY NEEDED TO
23 LAY OVER, LOT 32 OR ELSEWHERE. THAT'S REALLY NOT MY ISSUE AS
24 TO HOW THAT WOULD BE DONE.

25 SECONDLY, WITH THE NEW HOSPITAL COMING ON

0016

1 BOARD, HOW ARE THEY GOING TO GET THE PASSENGERS AND THE
2 EMPLOYEES TO THE HOSPITAL AND THE PATIENTS TO THE HOSPITAL?

3 THAT WAS NOT ADDRESSED EITHER.

4 I WOULD LIKE TO MAKE A COMMENT THAT UCLA -- I
5 KNOW THAT THE INTENTION AMONG UCLA IS TO BE A GOOD NEIGHBOR,
6 BUT I WOULD LIKE -- I MUST INSIST ON ANALYSIS, FURTHER
7 ANALYSIS TO THE NEIGHBORHOOD AND THAT GOOD NEIGHBORS KEEP
8 THEIR NOISE TO THEMSELVES.

9 UCLA DOES NOT -- IS NOT ADDRESSING THE NOISE
10 FACTOR. WE HAVE RIGHTS AS R-1 HOMEOWNERS. MY LITTLE -- I
11 USED TO BE A SCHOOL TEACHER. UNDER L.A. MUNICIPAL CODE, R-1
12 PROVIDES FOR US THE RIGHT FOR PEACE AND REPOSE IN OUR HOMES.
13 WE ARE NOT EXPERIENCING PEACE AND REPOSE IN OUR HOMES.

14 THE MUNICIPAL CODE -- I BROUGHT A COPY FOR YOU

T-8
T-9
T-10
T-11
T-12

15 HERE. I'VE LISTED THE TIME AND THE DATE AND THE REGULATION.
16 DURING THE DAY, THE MAXIMUM LIMIT IS 50 DECIBELS. AT NIGHT,
17 IT IS 40. AT L.A. AIRPORT, THE CITY OF LOS ANGELES WAS
18 REQUIRED TO RETROFIT EVERY HOME THAT EXPERIENCED ABOVE
19 65 DECIBELS OUTSIDE THEIR HOMES. WE REGULARLY EXPERIENCE
20 85 TO 90 DECIBELS, WHICH IS HEARING LOSS LEVELS WITH THE BUS
21 IDLING, THE BUS BEEPING AND BACKING UP.

22 WE URGE UCLA TO BE A GOOD NEIGHBOR AND KEEP
23 THEIR NOISE TO THEMSELVES. YOU CAN CONTROL THE SITUATION,
24 AND WE URGE YOU TO TAKE THE RESPONSIBLE ACTION.

25 THANK YOU.

0017

1 MS. LELAH: THANK YOU, TONI.

2 TONI, WOULD YOU LIKE TO LEAVE THOSE FOR THE RECORD.

3 MS. GRAY: YES.

4 MS. LELAH: OKAY. THANK YOU.

5 I'D LIKE TO CALL PAULINE DIPEGO FOLLOWED BY
6 NORA ROZENGURT.

7 MS. DIPEGO: HELLO. MY NAME IS PAULINE DIPEGO. I LIVE
8 AT 10555 STRATHMORE DRIVE EAST OF UCLA.

9 I CONCUR WITH THE TWO PREVIOUS SPEAKERS. WE
10 LIVE IN A CONSTANT STATE OF GRIDLOCK IN OUR NEIGHBORHOOD. WE
11 HAVE BUSES, WAY TOO MANY BUSES COMING UP AND DOWN OUR STREET,
12 AND WE WOULD LIKE YOU TO ADDRESS THIS ISSUE WITH PROPER
13 STATISTICS.

14 THERE IS DATA IN YOUR REPORT, BUT IT REALLY
15 DOESN'T APPLY TO WHAT IS GOING ON ON THE GRASS ROOTS LEVEL.
16 THE NUMBERS ARE ONE THING ON PAPER, THEORETICALLY, BUT
17 SOMETHING ELSE IS GOING ON ON THE STREET. SO PLEASE ADDRESS
18 THAT.

19 THANK YOU VERY MUCH.

20 MS. LELAH: THANK YOU. NORA FOLLOWED BY ALVIN MILDER.

21 AUDIENCE VOICE: CAN WE GET THE VOLUME TURNED UP AT ALL?

22 IT'S REALLY HARD TO HEAR WHAT PEOPLE ARE SAYING
23 HERE.

24 MS. ROZENGURT: HOW DO YOU DO THAT?

25 AUDIENCE VOICE: OPEN THE DOOR AND YOU CAN HEAR WHAT WE

0018

1 EXPERIENCE ALL THE TIME.

2 MS. LELAH: IT'S ON. YOU KNOW WHAT IT IS?

3 THIS NEEDS TO BE RAISED A LITTLE BIT.

4 MS. ROZENGURT: ARE THEY BOTH WORKING?

5 MS. LELAH: YES. ONE IS AMPLIFYING AND ONE IS TAPING.

6 MS. ROZENGURT: OKAY. ANYWAY, I THINK I DON'T WANT TO
7 BE REPETITIOUS OF MY NEIGHBORS.

8 I'M SORRY. MY NAME IS NORMA ROZENGURT. I WORK
9 IN THE MEDICAL SCHOOL HERE AT UCLA, SO I'M VERY SYMPATHETIC.
10 I'M VERY MUCH PRO UCLA, BUT I ALSO HAPPEN TO BE A NEIGHBOR

T-12

T-13

T-14

11 HERE, AND I LIVE AT 10530 STRATHMORE DRIVE.

12 AND I DON'T WANT TO REPEAT WHAT MY NEIGHBORS
13 SAID. THE LEVEL OF MISERY THAT THE BUSES ARE BRINGING TO US
14 IS TERRIBLE. WE -- I LIVE HERE ONLY FOR FIVE YEARS AND THESE
15 FIVE YEARS, I HAVE EXPERIENCED -- WHEN I MOVED IN FIVE YEARS
16 AGO, WHEN WE -- I IMMIGRATED FROM ENGLAND -- IN FACT, WHEN WE
17 CAME HERE, IT WAS A PEACEFUL, QUITE PLACE. AND IN FIVE
18 YEARS, THE DIFFERENCE IN TRAFFIC IN THE BUSES, PARTICULARLY,
19 HAS BEEN IMMENSE. I MEAN, IT'S UNBELIEVABLE.

20 BUT IN FACT, I HAVE REQUESTED -- I HOPE I GOT
21 NOW SOME ORGANIZATION TO REVISE THE RECORDS OF BBB, BIG BLUE
22 BUS, IN ORDER TO SEE WHAT THE AMOUNT OF BUSES WERE 10 YEARS
23 AGO, FIVE YEARS AGO AND TODAY. AND I'M SURE THE DIFFERENCE
24 IS GOING TO BE -- SO I DON'T WANT TO KEEP COMPLAINING,
25 BECAUSE WE'VE ALL DONE ENOUGH OF THAT.

0019

1 I'D LIKE TO ADDRESS ONE SPECIFIC ISSUE IN THE
2 REPORT, WHICH IS, I THINK, A LOT OF THE TRAFFIC WORK, IF I
3 WELL UNDERSTOOD THIS, SEEMS TO BE BASED ON A CERTAIN COUNTING
4 OF THE AMOUNT OF CARS ENTERING THE CAMPUS ONCE A YEAR. IT'S
5 DONE OVER A PERIOD OF TWO OR THREE DAYS OR SOMETHING LIKE
6 THAT. I CAN'T REMEMBER THE EXACT NAMES, BUT I GOT THAT
7 THAT'S WHAT THEY DO.

8 AND THAT UCLA HAS RECEIVED A LOT OF PRAISE FROM
9 THE CITY AND ALSO OTHER PLACES BECAUSE THEY MANAGE TO GROW
10 WITHOUT INCREASING THE AMOUNT OF CARS COMING IN. MY PROBLEM
11 IS THAT THAT TRAFFIC COMES THERE. OKAY. BECAUSE YOU
12 ARE -- IN FACT, THE REPORT IS THAT YOU WILL ENCOURAGE THE
13 STUDENTS TO USE PUBLIC TRANSPORTATION, AND THAT'S WHAT YOU
14 HAVE BEEN DOING WITH THIS PROGRAM WHEREBY YOU PAY FOR FREE
15 TRANSPORTATION FOR THE STUDENTS, ET CETERA.

16 ENCOURAGE WAYS TO -- AND, OF COURSE, THE BUSES
17 ARE THERE. THEY DON'T GO INTO CAMPUS, SO THEY DON'T COME
18 INTO YOUR SENSES, BUT WE GET THEM, WE GET THE NOISE, WE GET
19 THE POLLUTION. WE GET THE -- WHAT DO YOU CALL IT -- DIESEL
20 OIL AND ALL THAT STUFF. AND OUR CHILDREN ARE SWALLOWING AND
21 BREATHING IN ALL THIS POLLUTION.

22 SO I THINK THAT THE BASIS OF WHICH YOU
23 ESTIMATED THE TRAFFIC ARE BASICALLY WRONG BECAUSE YOU ONLY
24 KNOW WHAT COMES INTO CAMPUS. PERSONALLY, I THINK THAT A MUCH
25 BETTER WAY TO SEE A WAY TO IMPROVE THE AMOUNT OF TRAFFIC IS

0020

1 TO INCREASE THE AMOUNT OF VAN POOLS BECAUSE YOU WILL BE
2 GETTING THE VAN POOLS INTO CAMPUS. YOU WILL BE PARKING IN
3 THERE, OKAY. SO WE ARE NOT GOING TO GET ILLEGAL OR PHONY
4 DISABLED PARKING IN OUR STREET, WHICH IS ANOTHER ISSUE THAT
5 WE ARE HAVING ALL THE TIME.

6 WE ARE NOT GOING TO GET YOUR TRAFFIC INTO OUR

T-14

T-15

7 NEIGHBORHOOD. WE'RE -- THEY'RE GOING TO BE PARKING IN CAMPUS
8 BECAUSE, OTHERWISE, THE BUSES ALL -- I MEAN, YOU DON'T GET
9 THE BUSES, BUT WE GET THEM. AND I THINK THAT'S PROBABLY THE
10 MAIN POINT I WANTED TO MAKE. OTHER THAN THAT, I AGREE WITH
11 MY NEIGHBORS

T-15

12 MS. LELAH: THANK YOU, NORA.
13 I'D LIKE TO CALL ALVIN MILDER TO BE FOLLOWED BY
14 ANDREW MILDER.

15 MR. ALVIN MILDER: MY NAME IS ALVIN MILDER. I'M THE
16 CHAIRMAN OF UCLA WATCH, A COALITION OF HOMEOWNERS GROUPS AND
17 OTHER NEIGHBORS OF UCLA.

18 I HAVE BEEN TRYING FOR OVER 25 YEARS TO PROTECT
19 THE ENVIRONMENT FROM UCLA'S VORACIOUS APPETITE FOR UNBRIDLED
20 GROWTH AND THE SIGNIFICANT DAMAGE CAUSED BY ITS ACTIONS. AT
21 THIS POINT, I AM HERE TO REQUEST THAT UCLA NOT ONLY LIVE UP
22 TO ITS PROMISES, BUT ALSO THAT IT FOLLOW THE -- IT FOLLOWS
23 THE UNIVERSITY OF CALIFORNIA CEQA HANDBOOK.

24 NOT ONLY HAS THE PUBLIC BEEN GIVEN THE ABSOLUTE
25 MINIMUM TIME ALLOWED FOR THE LRDP EIR, IT HAS NOT BEEN GIVEN

0021

T-16

1 ANY ADDITIONAL TIME WHATSOEVER FOR THE NORTHWEST HOUSING
2 INFILL PROJECT, THE NHIP EIR.

3 AND MAKE NO MISTAKE. THESE ARE TWO SEPARATE
4 EIRS. LRDP EIR IS A PROGRAM EIR AND THE NHIP IS A PROJECT
5 EIR. THEY BOTH REQUIRE SIGNIFICANT DIFFERENT ANALYSIS.

6 AS NOTED, INSUFFICIENT TIME FOR A STUDY AND
7 REVIEW OF THE THREE MASSIVE VOLUMES AND THE SEPARATE LRDP,
8 THERE WAS INSUFFICIENT TIME, BUT THE PUBLIC HAS BEEN
9 DENIED -- HAS BEEN DENIED THE PARTICIPATION PROMISED BY UCLA
10 AND THE UNIVERSITY OF CALIFORNIA HANDBOOK.

11 THE SCOPING MEETING THAT YOU REFERRED TO HAVING
12 IN APRIL WAS A HOAX. WE WERE NOT GIVEN THE FACTS. WE WERE
13 NOT GIVEN THE OPPORTUNITY TO EXAMINE THE ISSUES. IN FACT, WE
14 WERE NOT GIVEN MUCH OPPORTUNITY TO DO ANYTHING. MOST OF THE
15 TIME IS FILIBUSTERED BY UCLA SPEAKERS.

16 I WANT TO REMIND -- I WANT TO REMIND UCLA THAT
17 IN THE 1990 LRDP, WE WERE PROMISED THE RIGHT TO -- WE WERE
18 PROMISED THAT UCLA WOULD PARTICIPATE WITH THE COMMUNITY IN
19 VARIOUS DISCUSSIONS AND MEETINGS ON CAMPUS PROJECTS.
20 HOWEVER, WE WERE DENIED THAT OPPORTUNITY IN THIS EIR AND THIS
21 DRAFT EIR.

T-17

22 THE 2002 LRDP EIR ALSO MAKES THE SAME
23 COMMITMENT ABOUT MEETING WITH THE COMMUNITY, ALTHOUGH SOME OF
24 THE LANGUAGE IS DIFFERENT, AND THAT'S WHY WE NEED SO MUCH
25 TIME, BECAUSE WE KNOW WHAT'S IN THERE, BUT WE DON'T KNOW

0022

1 WHAT'S BEEN LEFT OUT. THERE'S NO EXPLANATION. FOR INSTANCE,
2 WHY THE WORDING IN THAT SECTION REGARDING COMMUNITY

3 INVOLVEMENT IS DIFFERENT IN THE 2002 EIR AS OPPOSED TO THE
4 1990 EIR.

5 I MIGHT NOTE THAT CHANCELLOR CARNESALE IN
6 RESPONSE TO A LETTER THAT I WROTE TO HIM ABOUT ENVIRONMENTAL
7 PROBLEMS AND OTHER PROBLEMS AT UCLA WROTE BACK AND SAID,
8 QUOTE, BE ASSURED THAT I AM DEDICATED TO KEEPING OUR
9 NEIGHBORS FULLY INFORMED ABOUT OUR PLANS.

10 WELL, CERTAINLY, FOR THESE TWO EIRS, WE WERE
11 NOT KEPT COMPLETELY INFORMED. AS NOTED IN MY E-MAIL OF
12 NOVEMBER 16TH, 2002 TO DIANA BRUEGGEMANN UCLA'S MANY PROMISES
13 ON THIS ISSUE, AS SO MANY PROMISES FROM UCLA, ARE NOT HONORED
14 AND ARE BREACHED.

15 NOT ONLY IS THE REVIEW PERIOD FOR THESE TWO
16 MASSIVE EIRS WOEFULLY INADEQUATE TO GIVE THE COMMUNITY TIME
17 TO STUDY AND PREPARE COMMENTS SO THAT THE DECISION-MAKERS,
18 THE REGENTS IN THIS CASE, CAN HAVE THE BENEFIT OF OUR STUDY
19 AND REVIEW AND COMMENTS, BUT THE REVIEW PERIOD FOR THESE EIRS
20 ARE NOT EVEN CONSISTENT WITH THE UC CEQA HANDBOOK
21 REQUIREMENTS WHICH STATES THAT NOT ONLY PUBLIC BUT FACULTY
22 AND STUDENTS SHOULD HAVE AN ADEQUATE OPPORTUNITY TO REVIEW
23 THE DOCUMENTS AND COMMENT ON THEM.

24 THEREFORE, THE REVIEW PERIOD SHOULD NOT BE
25 SCHEDULED DURING FINALS OR HOLIDAY PERIODS. UCLA, WITH ITS

0023

1 TOTAL DISREGARD OF ITS STUDENTS AND FACULTY, AS WELL AS THE
2 PUBLIC, OF COURSE, AND IN A WAY TO FULLY DEFEY THE
3 ENVIRONMENT, HAS SCORED A TRIFECT IN THIS AREA. NOT ONLY HAS
4 IT MANAGED TO INCLUDE TWO HOLIDAYS IN THIS PERIOD, VETERANS
5 DAY AND THANKSGIVING HOLIDAY, AS WELL AS ELECTION DAY, TOO,
6 BUT ALSO IT IS SCHEDULED FOR THE ENTIRE FALL QUARTER'S FINAL
7 EXAM PERIOD, DIRECTLY IN OPPOSITION TO WHAT'S REQUIRED AND
8 WHAT'S SET FORTH IN UNIVERSITY OF CALIFORNIA CEQA HANDBOOK.

9 MS. LELAH: ALVIN, YOUR FIVE MINUTES -- CAN YOU WRAP IT,
10 PLEASE.

11 MR. ALVIN MILDER: PARDON ME?

12 MS. LELAH: YOUR FIVE MINUTES --

13 MR. ALVIN MILDER: I'LL COME BACK.

14 MS. LELAH: OKAY.

15 MR. ALVIN MILDER: WELL, LET ME JUST FINISH THIS PART.

16 I MIGHT POINT OUT, TO FINISH THAT THOUGHT, THAT
17 THE QUARTER -- THAT FALL 2002 QUARTER ENDS ON FRIDAY THE 13TH
18 OF DECEMBER, AND SOME PEOPLE SAY THAT UCLA'S ADMINISTRATION
19 IS ARROGANT AND DOESN'T CARE ABOUT THE STUDENTS, FACULTY, OR
20 PUBLIC. I WONDER WHY.

21 I WOULD LIKE TO COME BACK. I HAVE MORE.

22 MS. LELAH: THANK YOU. I'LL CALL YOU AGAIN.

23 ANDREW MILDER TO BE FOLLOWED BY

24 DR. HARVEY GONICK.

T-17

T-18

25 MR. ANDREW MILDER: MY NAME IS ANDREW MILDER. I'M AT
0024

1 1911 FAIRBURN, AND I'M ACTUALLY BORN AND RAISED RIGHT HERE AT
2 GREENFIELD AVENUE, AND I WENT TO UCS FOR EIGHT YEARS, AS WELL
3 WAY BACK WHEN, OF COURSE.

4 AND I JUST HAPPENED TO BE EATING DINNER AT MY
5 NEXT DOOR NEIGHBOR'S HOUSE THIS EVENING, AND I'M SORRY TO
6 SAY, I WAS NOT MORE WELL AWARE OF THIS MEETING, BUT WAS
7 ABSOLUTELY SHOCKED TO HEAR THAT WE WERE GOING THROUGH THIS
8 AGAIN.

9 AS SOME OF THE FOLKS HERE KNOW, I, AS WELL AS
10 MY FATHER, HAVE BEEN COMING TO THESE KINDS OF MEETINGS FOR
11 MANY, MANY, MANY YEARS WATCHING UCLA BULLDOZE THE BEAUTIFUL
12 CAMPUS THAT THEY'VE HAD.

13 ALL THOSE COMPELLING FACTORS THAT MY FATHER
14 JUST INDICATED REALLY MAKES AN INDIVIDUAL THINK AS TO HOW IT
15 IS AND WHY IT IS AND WHAT MOTIVATIONS UCLA WOULD HAVE TO
16 SCHEDULE THESE MEETINGS IN THE INOPPORTUNE TIMES AS WAS
17 MENTIONED BY MY FATHER.

18 AND IT JUST HARKENS ME TO THINKING ABOUT OUR
19 NATIONAL GOVERNMENT RIGHT NOW; HOW WE SPEND BILLIONS AND
20 300 PLUS BILLION DOLLARS A YEAR TRYING TO DEFEND OUR HOME
21 LAND. UNFORTUNATELY, WE HAVE PEOPLE FIGHTING WORLD WAR II
22 WHEN WE HAVE PEOPLE BLOWING UP OUR BUILDINGS. I HATE TO USE
23 THE ANALOGY BUT TO BRING THAT HOME HERE.

24 WHAT WE HAVE AT UCLA IS A SIMILAR SCENARIO. WE
25 HAVE UCLA JUST WANTING TO BUILD, THIS OLD-MAN MENTALITY, THE

0025
1 BUILDING EMPIRES, MORE BUILDINGS, MORE PEOPLE AND BULLDOZING
2 MORE GREEN GRASS WHEN, IN FACT, WE ARE NOT PUTTING MONEY
3 WHERE OUR ENTIRE CULTURE REALIZES, TO THE TEACHERS, TO THE
4 PROFESSORS, TO HELPING OUT WITH THE TUITIONS FOR THE
5 STUDENTS. REALLY, WHERE THE RUBBER HITS THE ROAD TYPE OF
6 ISSUES.

7 WE CAN LOOK AROUND AT OUR SECONDARY EDUCATION
8 SPACE AND SEE THE EXACT SAME SITUATIONS. WHAT'S GOING ON
9 WHERE WE PUT MORE MONEY AND MORE MONEY INTO EDUCATION EVERY
10 YEAR. UNFORTUNATELY, IT'S JUST GOING TO BUILDING AND MORE
11 BUILDINGS, JUST AS IT'S GOING ON AT UCLA, AND THE TEACHERS
12 ARE STILL AMONGST THE LOWEST PAID IN THE WORLD, I BELIEVE.
13 DON'T QUOTE ME ON THAT PART, BUT WE ALL KNOW THAT THEY'RE
14 WOEFULLY UNDERPAID.

15 I JUST THINK THAT IT'S OUTRAGEOUS THAT THEY
16 WOULD PUT ALL OF THESE MEETINGS DURING -- SO BLATANTLY DURING
17 TIMES WHEN PEOPLE ARE NOT ABLE TO SHOW UP. YOU WOULD THINK
18 THAT UCLA WOULD BE HAPPY TO HEAR ALL THESE INTERESTED
19 COMMUNITY MEMBERS COME HERE AND TELL THEIR UNIVERSITY
20 SITUATIONS ABOUT THE BAD NEIGHBOR THAT UCLA IS. BUT

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T-22

21 UNIVERSITY LIFE, IT'S NOT JUST NOT THE NEIGHBORS AND THE
 22 COMMUNITY. WHAT ABOUT THE STUDENTS?
 23 UCLA IS SUPPOSED TO BE EDUCATING STUDENTS AND
 24 PROVIDING THEM WITH A GOOD LIVING SITUATION BUT,
 25 UNFORTUNATELY, CONSTRUCTION IS NONSTOP AT UCLA. IF IT WASN'T
 0026

T-22

1 SO SERIOUS, IT WOULD BE AN ABSOLUTE HILARIOUS JOKE. IT IS
 2 NEVER ENDING, AND I THINK IT'S HIGH TIME SOMEBODY GOES AND
 3 FINDS OUT WHERE THIS MONEY TRAIL IS LEADING.

T-23

4 WE NEED TO KNOW WHERE ALL OF THESE HUNDREDS OF
 5 MILLIONS OF DOLLARS AND THIS CONTRACTING IS GOING. WHETHER
 6 IT'S GOING TO THE CHANCELLOR, THE REGENTS, THE ASSEMBLY, I
 7 THINK SOMEBODY'S, SOMEWHERE ALONG THE LINE, HAS TO FIND -- AN
 8 INTELLIGENT FRIEND OF MINE ONCE STATED, WHEN YOU'RE CONFUSED
 9 AND CAN'T UNDERSTAND WHY THESE THINGS ARE HAPPENING THE WAY
 10 THEY ARE, FOLLOW THE MONEY TRAIL.

T-24

11 AND IT JUST DOESN'T MAKE ANY SENSE THAT UCLA IS
 12 GOING TO CONTINUE ON WITH THEIR NONSTOP EMPIRE BUILDING
 13 MENTALITY AND COMPLETELY LOSE TRACK OF THE PROFESSORS AND THE
 14 STUDENTS. AND IT'S TRULY OUTRAGEOUS AND SOMETHING NEEDS TO
 15 BE DONE ABOUT IT ONE OF THESE DAYS AND, HOPEFULLY, SOONER
 16 RATHER THAN LATER.

17 THANK YOU.

18 MS. LELAH: THANK YOU, ANDREW.

19 I'D LIKE TO CALL DR. HARVEY GONICK, PLEASE, TO
 20 BE FOLLOWED BY TOM PATERSON.

21 MR. GONICK: MY NAME IS DR. HARVEY GONICK, AND I'VE BEEN
 22 ASSOCIATED WITH UCLA SINCE 1947; INITIALLY AS AN
 23 UNDERGRADUATE, AND SINCE 1961, I'VE BEEN ON THE FACULTY.

T-25

24 SO I HAVE A STRONG MOTIVATION TO BE PRO UCLA
 25 AND TOWARDS EVERYTHING THAT THEY STAND FOR, BUT I FIND THAT
 0027

1 IN THIS SITUATION, UNLESS I LEARN OTHERWISE, I'M AFRAID THAT
 2 I'M GOING TO HAVE TO BE IN OPPOSITION.

T-26

3 AND I SAY THAT BECAUSE, JUST YESTERDAY, I HAD
 4 THE EXPERIENCE OF DRIVING FROM SANTA MONICA TO MY HOME, WHICH
 5 IS LOCATED WEST OF THE UNIVERSITY ABOUT TWO MILES FROM UCLA
 6 ON 201 TAVISTOK. IT TOOK ME ROUGHLY ONE AND A HALF HOURS TO
 7 DRIVE FIVE MILES. THAT KIND OF SITUATION, WHICH,
 8 FORTUNATELY, DOES NOT OCCUR EVERY DAY, IS ONE THAT I THINK
 9 MAY BECOME MORE AND MORE AGGRAVATED WHEN MORE STUDENTS ARE
 10 ADMITTED TO UCLA AND MORE HOUSING IS PROVIDED FOR THE
 11 STUDENTS.

T-27

12 I HEARD TONIGHT FOR THE FIRST TIME THE PLAN ON
 13 USING BUSSING TO BRING THOSE EXTRA STUDENTS TO THE CAMPUS.
 14 THAT MIGHT BE FINE, OR IT MIGHT NOT BE, DEPENDING, REALLY, ON
 15 HOW THE TRAFFIC, THAT IS, THE AUTOMOBILE TRAFFIC, IS
 16 REGULATED.

17 AND MY BIGGEST CONCERN IS THAT THE WHOLE AREA,
18 THE WESTWOOD AREA, WHICH HAS BEEN INUNDATED INCREASINGLY WITH
19 TRAFFIC WILL NOW BECOME HOPELESSLY INUNDATED TO THE EXTENT
20 THAT IT WOULD BECOME ALMOST IMPOSSIBLE TO LIVE IN THIS AREA.
21 AND I LIVED HERE FOR 35 YEARS. I'VE ENJOYED IT FOR THOSE --
22 MOST OF THOSE 35 YEARS. I WOULD LIKE TO ENJOY IT FOR THE
23 REMAINING TIME THAT I HAVE.

24 THANK YOU
25 MS. LELAH: THANK YOU, DR. GONICK.

0028

1 TOM PATERSON TO BE FOLLOWED BY BRUCE DOBKIN.

2 MR. PATERSON: TOVAH, I EXPLAINED TO YOU MY PROBLEM, SO
3 I'M GOING TO GIVE YOU WHAT I WAS GOING TO READ. AND I HAVE
4 AN ADDITIONAL NUMBER OF COPIES I CAN HAND OUT TO WHOEVER
5 WOULD LIKE A COPY.

6 MS. LELAH: THANK YOU. WE'LL INCLUDE THIS IN THE RECORD
7 AND RESPOND IN THE FINAL EIR.

8 THANK YOU, TOM.

9 BRUCE DOBKIN, PLEASE.

10 MR. DOBKIN: MY NAME IS BRUCE DOBKIN.

11 I'VE BEEN EMPLOYED BY UCLA SINCE 1973 AND IN
12 EITHER ONE CAPACITY OR ANOTHER IN THE FACULTY IN THE
13 DEPARTMENT OF NEUROLOGY AND HAVE LIVED ON TILDEN ACROSS FROM
14 THE WEST SIDE OF THE UNIVERSITY SINCE 1980.

15 I HAVEN'T BEEN THERE AS LONG AS DR. GONICK, WHO
16 WAS ONCE ONE OF MY MENTORS. GLAD TO SEE HE'S LOOKING SO FIT.

17 AND LIKE DR. GONICK, YOU KNOW, WE ALL WANT THE
18 UNIVERSITY TO BE AMONG THE BEST, AND IT'S JUST A QUESTION OF
19 HOW MUCH OF A PRICE ONE HAS TO PAY FOR THAT. NOT ONLY
20 WORKING WITHIN THE UNIVERSITY, BUT LIVING BY THE UNIVERSITY.

21 SO NO MATTER HOW MUCH -- NO MATTER HOW ANYTHING
22 IS BUILT, IT'S THE TIME OF BUILDING THAT IS EXTREMELY
23 DISRUPTIVE TO TRANQUILITY OF LIFE, WHETHER IT'S THE TENNIS
24 COURTS OR THE QUIET LIBRARY OR ON-CAMPUS BUILDINGS. ALL THAT
25 NOISE, ALL THAT DUST, ALL THAT DIRT TRAVELS DOWN TO US.

0029

1 IT'S HARD FOR ME TO SEE READING THIS REPORT
2 THAT ANY SORT OF TRAFFIC WILL EVER BE MITIGATED BY ADDING
3 MORE PEOPLE TO THE CAMPUS. AND AS OTHERS HAVE MENTIONED,
4 WESTWOOD AND WEST L.A. HAVE JUST GOTTEN IMPOSSIBLE TO TRAVEL
5 AROUND IN ANY TIME OF DAY. IT'S SOMETIMES VERY DIFFICULT TO
6 GET INTO THE CAMPUS AND OFF THE CAMPUS. I FINALLY GAVE UP MY
7 CAR, AND I JUST BICYCLE IN OR WALK.

8 THIS REPORT TALKS ABOUT A RECREATION CENTER,
9 RECREATION BUILDING, AND VERY LOOSELY. IT'S NOT SHOWN ON ANY
10 OF THE DIAGRAMS HERE. IT'S UNCLEAR TO ME BASED ON THAT
11 WHETHER IT'S ACTUALLY GOING TO BE BUILT.

12 SOME SUGGESTION FROM SOME OF THE FOLKS AT UCLA

T-27

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13 IS THAT IT'S NOT -- IT MAY NOT GET BUILT. BUT IT'S INCLUDED
14 IN THIS PLAN. AND THE IMPACT IS NOT REALLY DESCRIBED IN ANY
15 KIND OF DETAIL IN THIS PLAN.

16 IT SEEMS TO ME AND TO MANY OTHERS THAT IT
17 SHOULD BE PULLED AWAY FROM THIS PLAN AND SEPARATELY REVIEWED
18 AND SEPARATELY JUSTIFIED. THE CONCERN WITH HAVING AN OUTDOOR
19 FACILITY WITH ELECTRICITY, WITH BARBECUE PITS WITH
20 POTENTIALLY A POOL AND WITH PLACES WHERE STUDENTS CAN
21 CONGREGATE IS THAT THERE'LL BE A REPETITION OF EVERYTHING
22 THAT HAPPENS ON CAMPUS.

23 AS I RIDE MY BIKE IN THE MORNING OR EVENINGS,
24 ESPECIALLY IN THE EVENING WHERE STUDENTS CAN JUST
25 SPONTANEOUSLY PLAY OUT SOME LOUD SPEAKERS AND PLAY MUSIC AND

0030

1 HAVE A PARTY, HAVE A FESTIVAL, HAVE A GET TOGETHER, WHICH IS
2 GREAT WHEN YOU'RE 20 YEARS OLD AND YOU CAN DO IT WITH ALL THE
3 CANYONS OF BUILDINGS THAT ARE SURROUNDING THEM.

4 BUT IF WE DO IT ON A HILLTOP, THAT NOISE
5 PROJECTS ALL THE WAY ACROSS TO THE WEST SIDE OF THE
6 NEIGHBORHOOD. THERE REALLY SHOULDN'T BE ANY ORGANIZED
7 ACTIVITIES OR ANYTHING THAT COULD BE SEMI-ORGANIZED, LIKE
8 COURTS OR SWIMMING POOLS OR BARBECUES AND OUTLETS THAT CAN
9 ALLOW FOR SPONTANEOUS PARTYING.

10 SO I THINK THAT A LOT OF FOLKS HERE THAT ARE
11 GOOD NEIGHBORS, IT'S REALLY HARD TO UNDERSTAND WHY THE MOST
12 COMPACTED CAMPUS IN THE UNIVERSITY OF CALIFORNIA HAS TO KEEP
13 ADDING STUDENTS. THIS IS NOT -- I GUESS THIS IS NOT AN ISSUE
14 AT THE LEVEL OF THE REGENTS. I WOULD CALL ON OUR CHANCELLOR
15 AND OUR DEANS AS WELL AS PEOPLE IN THE NEIGHBORHOOD TO REALLY
16 TRY AGAIN AND ADDRESS WHY THIS CAMPUS NEEDS TO ENLARGE WHEN
17 THERE SIMPLY IS NO PLACE TO PUT FACULTY OR STUDENTS OR TO
18 MOVE THEM AROUND THE CAMPUS.

19 THANK YOU

20 MS. LELAH: THANK YOU, DR. DOBKIN.

21 ARE THERE ANY OTHER INDIVIDUALS THAT WOULD LIKE
22 TO SPEAK?

23 I'LL CALL ALVIN BACK FOR FIVE MINUTES, PLEASE.

24 MR. ALVIN MILDER: UNFORTUNATELY, BECAUSE OF LIMITED
25 TIMES YOU'RE GIVING US TONIGHT, I DON'T EVEN HAVE TIME TO GET

0031

1 INTO THE MANY -- THE MANY SUBSTANTIVE ISSUES IN THIS HIGHLY
2 DEFICIENT EIRS. BUT I DO WANT TO POINT OUT THAT THE 1990
3 LRDP STATED, AND I QUOTE (READING):

4
5 AN IMPORTANT GOAL OF THE LONG RANGE
6 DEVELOPMENT PLAN IS A HARMONIOUS RELATIONSHIP
7 BETWEEN THE CAMPUS AND THE COMMUNITY. AND IN
8 THE INTEREST OF GOOD NEIGHBORLINESS AND

T-31

T-32

T-33

T-33

9 CONSCIENTIOUS PLANNING, THE CAMPUS SEEKS TO
10 MAINTAIN AN ONGOING EXCHANGE OF IDEAS AND
11 INFORMATION AND PURSUE MUTUALLY ACCEPTABLE
12 RESOLUTION OF THE ISSUES.

13
14 AS I SAY, YOU HAVE MOUTHED THE SAME WORDS IN
15 THE 2002 EIR WITH SOME MINOR VARIATIONS THAT ARE NOT
16 EXPLAINED.

17 I DO WANT TO POINT OUT, ALSO, THAT THE CEQA
18 HANDBOOK FROM THE UNIVERSITY OF CALIFORNIA AND HEADQUARTERS
19 AND PRESIDENT'S OFFICE STATES THAT (READING):

20
21 A GOAL OF FULLY INFORMING THE PUBLIC
22 OF THE EFFECTS OF DEVELOPMENT IS AT THE HEART
23 OF CEQA. PUBLIC INVOLVEMENT IN THE CEQA
24 PROCESS AIMS TO INSURE THAT THE PUBLIC HAS A
25 VOICE IN THE DECISION-MAKING PROCESS,

0032

1 SPECIFICALLY THAT PUBLIC CONCERNS ABOUT
2 ENVIRONMENTAL ISSUES AND THE POTENTIAL EFFECTS
3 OF DEVELOPMENT ON THE PHYSICAL ENVIRONMENT ARE
4 ADDRESSED PRIOR TO PROJECT APPROVAL.

T-34

5 THE PROCESS OF INTERACTING WITH THE
6 PUBLIC CAN OFTEN BE AS IMPORTANT AS THE
7 TECHNICAL CONTENT OF THE ENVIRONMENTAL
8 DOCUMENT. THE PUBLIC INVOLVEMENT PROCESS CAN
9 ENHANCE BOTH THE QUALITY AND CREDIBILITY OF THE
10 DOCUMENT. IF CONDUCTED PROPERLY, IT CAN ALSO
11 AVOID COSTLY PROJECT DELAYS AS A RESULT OF
12 POLITICAL OR BUREAUCRATIC PROCESSES, WHICH IS
13 WHERE UCLA CAPITAL PROGRAMS DEPARTMENT IS AT.

14
15 CEQA REQUIRES CERTAIN PUBLIC INVOLVEMENT AND
16 ENCOURAGES OTHERS. AND THAT'S ALL WE'RE ASKING FOR IS
17 FURTHER AND FULL INVOLVEMENT.

18 (READING:)

19
20 PUBLIC INVOLVEMENT
21 PROGRAMS --

22
23 THIS IS ALSO FROM THE HANDBOOK (READING):

24
25 -- PROGRAMS FOCUS ON A POSITIVE

0033

1 PROCESS FOR ACHIEVING DECISIONS ON PROJECT
2 ISSUES. IT RECOGNIZES THAT EACH PARTY INVOLVED
3 HAS A DIFFERENT SET OF VALUES AND PRIORITIES.
4 ALTHOUGH THESE CONCEPTS ARE FAMILIAR TO MANY OF

T-35

5 US, THE TIMING OF THE PROCESS IS NOT USING A
6 WELL THOUGHT OUT PUBLIC INVOLVEMENT PROGRAM IS
7 FAST BECOMING AN ANTIDOTE TO FAILED OR STALLED
8 ENVIRONMENTAL INITIATIVES, PROJECTS AND
9 PROCESSES.

T-35

10 IN PUBLIC INVOLVEMENT, IT IS THE
11 QUALITY OF THE COMMUNICATION THAT IS MOST
12 IMPORTANT. THIS GENERALLY CONSISTS OF MAKING A
13 SINCERE EFFORT TO LISTEN TO AND UNDERSTAND
14 COMMUNITY CONCERNS AND TO MAKE EVERY ATTEMPT
15 POSSIBLE TO DEVELOP A CREATIVE SOLUTION THAT IS
16 ACCEPTABLE TO THE COMMUNITY AND MEETS THE
17 ACADEMIC PROGRAM AND FISCAL OBJECTIVES OF THE
18 CAMPUS.

T-36

19 THE ESTABLISHMENT OF PROJECT
20 ALTERNATIVES AND MITIGATION MEASURES AND
21 SEEKING AN ACCEPTABLE MIDDLE GROUND IS OFTEN
22 THE KEY ASPECT OF THE PROCESS. EVEN IF
23 CONSENSUS ON THE PROJECT CANNOT BE FOUND, THE
24 SCOPE OF THE ENVIRONMENTAL DOCUMENT CAN BE
25 APPROVED SO THAT THE REPORT RESPONDS TO THE

T-37

0034
1 COMMUNITY CONCERNS AND IS MORE LEGALLY
2 DEFENSIBLE.

3
4 THIS DOCUMENT IS CERTAINLY NOT LEGALLY
5 DEFENSIBLE.

6 SUGGESTED METHODS OF ACHIEVING PUBLIC
7 INVOLVEMENT INCLUDE MEETING WITH THE COMMUNITY GROUPS.
8 DURING THE MEETING, THE CAMPUS EXPLAINS THE PROJECT, ANSWERS
9 QUESTIONS AND RECEIVES INPUT, SOMETHING THAT UCLA HAS FAILED
10 TO DO IN EITHER OF THESE EIRS.

T-38

11 IT IS IMPORTANT THAT THE CAMPUS AND ITS CONSULTANTS
12 BE RECEPTIVE TO THE PUBLIC AND THE SUGGESTIONS AT THESE
13 COMMUNITY MEETINGS. SOME OF THE OTHER METHODS SUGGESTED IN
14 THE UC HANDBOOK OF ACHIEVING PUBLIC INVOLVEMENT ARE PUBLIC
15 WORKSHOPS, CITIZEN ADVISORY COMMITTEES, AMONG OTHERS.

T-39

16 ON BEHALF OF THE COMMUNITY, UCLA'S NEIGHBORS,
17 I AGAIN REQUEST THAT UCLA FULFILL ITS PROMISES, ACT
18 NEIGHBORLY, WHICH YOU HAVEN'T, AND FOR 25 YEARS I'VE BEEN
19 WORKING ON THESE ISSUES, AND MEET WITH THE COMMUNITY TO
20 DISCUSS BOTH THE 2002 LRDP AND THE NEW NORTHWEST HOUSING
21 DEVELOPMENT PROJECT.

T-40

22 IT IS QUITE UNFAIR TO LUMP THESE TWO EIRS
23 TOGETHER AND REQUIRE THE COMMUNITY TO RESPOND TO EACH ON THE
24 SAME DATES. UCLA HAS BEEN WORKING ON THESE TWO DOCUMENTS FOR
25 OVER TWO YEARS, AND THE 30 ADDITIONAL DAYS THAT WE'RE

0035

1 REQUESTING, THERE SHOULD BE NO PROBLEM ON THIS. IT ISN'T
2 MUCH THAT WE'RE ASKING FOR.

3 DO NOT FORGET, AN IMPORTANT ASPECT OF CEQA IS
4 THAT THE COMMUNITY BE GIVEN AN OPPORTUNITY TO REVIEW AND
5 COMMENT ON AN EIR SO THAT THE DECISION MAKERS, THE REGENTS IN
6 THIS CASE, HAVE THE BENEFIT OF INFORMED RESPONSES FROM THE
7 COMMUNITY. YOUR ACTIONS ARE DEPRIVING THE REGENTS AND THE
8 COMMUNITY OF THIS VITAL ELEMENT ON ENVIRONMENTAL PROCESS.

9 PLEASE GIVE US THE ADDITIONAL TIME FOR
10 RESPONSES AND PLEASE SCHEDULE A MEETING TO DISCUSS THE
11 PROPOSED PROJECTS. WE ALSO AGAIN REQUEST THE MEETING WITH
12 THE CHANCELLOR ON CAMPUS ENVIRONMENTAL ISSUES.

13 WHY IS THIS REQUEST CONTINUALLY REFUSED?

14 MS. LELAH: ALVIN --

15 MR. ALVIN MILDER: I MIGHT ALSO NOTE, YOU GIVE US VERY
16 LIMITED TIME. HOWEVER, THIS WAS -- BECAUSE THIS MEETING WAS
17 CALLED FOR 7 O'CLOCK, BUT YOU STARTED 20 MINUTES LATE. YOU
18 WANT US TO HAVE OUR COMMENTS IN BY 5:00 P.M. ON
19 DECEMBER 16TH, BUT YOU DON'T START ON TIME.

20 I JUST HAVE ONE MORE SHORT COMMENT. THE
21 LIMITED TIME UCLA HAS ALLOWED US DOES NOT GIVE ME THE
22 OPPORTUNITY TO COMMENT AT THIS TIME ON THE MANY EGREGIOUS
23 ERRORS AND FATAL FLAWS IN THESE TWO EIRS.

24 I ALSO OBJECT STRONGLY ON BEHALF OF THE
25 COMMUNITY THAT THIS -- IT'S GOING TO BE HEARD BY THE REGENTS

0036

1 IN MARCH IN SAN FRANCISCO AND NOT IN LOS ANGELES. THIS IS A
2 VERY SERIOUS ISSUE.

3 WE, AGAIN, URGE YOU TO GIVE US MORE TIME, AND I
4 URGE ALL THESE PEOPLE WHO MENTIONED THEY'RE ON THE FACULTY OR
5 STAFF HERE AT UCLA OR INVOLVED, THAT THEY WORK THROUGH EITHER
6 THE FACULTY SENATE OR SOME OTHER BRANCH, BECAUSE YOU'RE NOT
7 GOING TO GET ANY SATISFACTION FROM CAPITAL PROGRAMS.

8 THANK YOU.

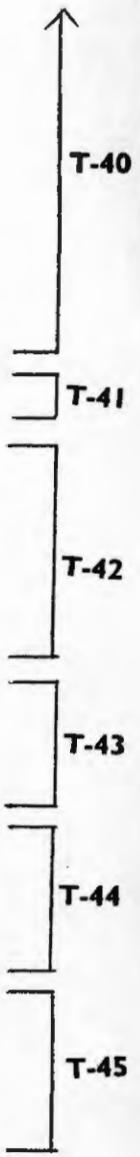
9 MS. LELAH: THANK YOU, ALVIN.

10 DOES ANYONE ELSE WISH TO PRESENT TESTIMONY THIS
11 EVENING?

12 IF THERE ARE NO MORE SPEAKERS, THEN THE PUBLIC
13 HEARING TESTIMONY IS CONCLUDED.

14 I WOULD LIKE TO REMIND EVERYONE THAT COMMENTS
15 AND ISSUES RAISED TONIGHT WILL BE RESPONDED TO IN THE FINAL
16 EIR, WHICH WE ANTICIPATE WILL BE DISTRIBUTED IN MARCH OF
17 2003.

18 IF YOU WOULD LIKE TO SUBMIT WRITTEN COMMENTS,
19 THEY MUST BE RECEIVED BY 5:00 P.M. ON MONDAY, DECEMBER 16TH,
20 2002. CORRESPONDENCE SENT BY U.S. MAIL SHOULD BE ADDRESSED
21 TO ME AT UCLA CAPITAL PROGRAMS. WRITTEN COMMENTS MAY ALSO BE
22 SENT BY FAX TO ME AT AREA CODE 310.206.1510 OR VIA THE WEB.



23 ALL OF THIS INFORMATION IS PROVIDED IN THE
24 INTRODUCTION OF THE DRAFT EIR AND ON THE NOTICE ON THE TABLE
25 IN THE BACK OF THE ROOM. A LIST OF THE LIBRARIES WHERE THE

0037

1 DRAFT EIR IS AVAILABLE IS ALSO PROVIDED ON THE SAME NOTICE.

2 PERSONS WHO HAVE RECEIVED THE DRAFT EIR,
3 PRESENTED COMMENTS HERE TONIGHT, OR WILL SUBMIT WRITTEN
4 COMMENTS WILL ALSO RECEIVE A COPY OF THE FINAL EIR.

5 I WOULD LIKE TO THANK EVERYONE IN ATTENDANCE
6 TONIGHT FOR THE TIME AND EFFORT YOU HAVE SPENT IN REVIEWING
7 THE DOCUMENTS AND IN PROVIDING US WITH YOUR COMMENTS. THE
8 UNIVERSITY APPRECIATES YOUR PARTICIPATION IN THIS PROCESS.

9 THE HEARING IS ADJOURNED.

10 AUDIENCE VOICE: WHEN THE FINAL EIR COMES OUT, IS THERE
11 ANY RECOURSE ON THAT?

12 THE PROBLEM WITH WHAT'S HAPPENED SO FAR,
13 THERE'S REALLY NO -- EVERYBODY STANDS UP AND THEY SAY WHAT
14 THEY'RE GOING TO SAY, DUTIFULLY TAKE IT DOWN, AND FROM THE
15 NEIGHBORS' PERSPECTIVE, WE HAVE NO IDEA IF -- THERE'S NO ONE
16 REALLY TO TALK TO ABOUT IT. IT'S JUST THE THING'S GOING TO
17 THIS KIND OF BLANK THING SOMEWHERE.

18 IS THERE ANY RECOURSE AFTER THAT FINAL EIR?

19 ARE THERE ANY MEETINGS AFTERWARD TO EXPLAIN IT,
20 ANY PUBLIC MEETINGS, OR WHERE PEOPLE CAN RESPOND TO IT TO
21 LIKE, YOU KNOW, A PERSON OR SOME SORT OF MEETING LIKE THIS?

22 MS. LELAH: WE'RE NOT ANTICIPATING A MEETING. WHEN THE
23 FINAL EIR COMES OUT, IF YOU'VE SIGNED IN AND IF YOU WERE ON
24 THE LIST TO GET THE DRAFT EIR, YOU'LL ALSO GET THE FINAL EIR.

25 AFTER REVIEWING THAT, IF THERE ARE STILL ISSUES THAT YOU'RE

0038

1 CONCERNED ABOUT, THEN WRITING TO THE REGENTS WHO WILL BE
2 TAKING ACTION ON THIS PROJECT IS THE NEXT STEP.

3 AND I CAN GIVE YOU FURTHER INFORMATION IF AND
4 WHEN THAT OCCURS.

5 MR. ALVIN MILDER: THAT'S WHY I WAS ASKING FOR A
6 MEETING. THEY KEEP PROMISING MEETINGS, BUT THEY NEVER GIVE
7 THEM.

8 MS. LELAH: THE HEARING IS ADJOURNED.

9 I WANT TO THANK YOU ALL FOR COMING.

10

11 (AT 8:12 P.M., AN ADJOURNMENT WAS TAKEN.)

12

13

14

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0039

1 PUBLIC HEARING
2 ON THE DRAFT ENVIRONMENTAL IMPACT REPORT
3 FOR THE PROPOSED UCLA LONG RANGE DEVELOPMENT PLAN
4 AND NORTHWEST HOUSING INFILL PROJECT

5
6 WEDNESDAY, NOVEMBER 20, 2002
7 7:17 P.M.

8
9 UCLA FACULTY CENTER
10 CALIFORNIA ROOM

11
12
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24

16 I, LINDA BICHE, CSR NO. 3359, CMR, CRR OF THE
17 STATE OF CALIFORNIA, FOR THE COUNTY OF LOS ANGELES, DO HEREBY
18 CERTIFY THAT THE FOREGOING PAGES 1 THROUGH 38 COMPRISES A
19 TRUE AND CORRECT TRANSCRIPT OF THE PROCEEDINGS TAKEN IN THE
20 ABOVE-ENTITLED MATTER REPORTED BY ME ON NOVEMBER 20, 2002.
21 DATED JANUARY 7, 2003.

25

LINDA BICHE, CSR NO. 3359, RMR, CRR
OFFICIAL REPORTER

Response to Comment Letter T

Transcript of Public Hearing on the Draft Environmental Impact Report of the Proposed UCLA Long Range Development Plan and Northwest Housing Infill Project, dated November 20, 2002

Response to Comment T-1

Refer to Topical Response B (Hilgard Bus Terminal) for a discussion of the existing and anticipated operation of the Hilgard Bus Terminal. In the 2002 LRDP Draft EIR (Volume 1, pages 4.13-95 to 4.13-97), Impact LRDP 4.13-14 analyzes an increase in demand for public transit for all user groups that come to campus, including faculty, staff, students, and visitors, and also includes projected cumulative growth through 2010-11.

Response to Comment T-2

The 2002 LRDP Draft EIR does not evaluate existing or future noise levels associated specifically with the Hilgard Bus Terminal because no changes in operations associated with the Hilgard Bus Terminal are proposed or expected to occur in association with the 2002 LRDP. Please refer to Topical Response B (Hilgard Bus Terminal) for a discussion of the Hilgard Bus Terminal.

Please see Response to Comment 19-10 regarding existing ambient noise levels and their applicability to Los Angeles Municipal Code noise regulations. The existing ambient noise levels at the homes located along Hilgard Avenue are primarily caused by motor vehicles, which are exempt from the noise standards of the Los Angeles Municipal Code. Therefore, the ambient noise levels generated by roadway traffic, including buses, do not violate City standards.

The noise impacts associated with cumulative development in the vicinity of the UCLA campus are evaluated in detail in the 2002 LRDP Draft EIR (Volume 1, pages 4.9-40 through 4.9-47). These impacts were determined to be less than significant.

Response to Comment T-3

The University acknowledges that portions of Hilgard Avenue are winding. The 2002 LRDP Draft EIR indicated (Volume 1, page 4.13-4) that Hilgard Avenue is designated by the City of Los Angeles as a secondary highway, which has jurisdiction over operational conditions on this roadway. The comment did not provide any evidence to support the assertion that accidents occur all the time, or that 70 accidents have occurred on Hilgard Avenue in the last couple of years.

Response to Comment T-4

The campus is continuing its efforts to address neighborhood concerns related to the Hilgard Bus Terminal. Please refer to Topical Response B (Hilgard Bus Terminal) for a discussion of the Hilgard Bus Terminal.

Response to Comment T-5

Refer to Topical Response B (Hilgard Bus Terminal) for a discussion of the Hilgard Bus Terminal.

Response to Comment T-6

Please refer to Response to Comment 21-5 for a discussion of the Hillel Student Center.

Response to Comment T-7

Please refer to Topical Response B (Hilgard Bus Terminal) for a discussion of the Hilgard Bus Terminal.

Response to Comment T-8

Based upon information provided by transit operators, Table 4.13-3 (Current Estimated Bus Capacity [SMMBL and Culver City Lines Serving UCLA]) of the 2002 LRDP Draft EIR (Volume 1, page 4.13-13) indicated that bus ridership on those lines that terminated at the campus varied from 26.5 percent to 69.3 percent of bus capacity. Note that public transit ridership would be greatest during peak hours. Consistent with CEQA, the 2002 LRDP Draft EIR provided a conservative analysis of transit demand. Refer also to Topical Response B (Hilgard Bus Terminal) for a discussion of the Hilgard Bus Terminal.

Response to Comment T-9

Refer to Response to Comment 8-9 for a discussion of parking for persons with disabilities.

Response to Comment T-10

Refer to Response to Comment T-8 for a discussion of bus capacity, Response to Comment 20-18, for a discussion of a bus terminal in Lot 32, and Topical Response B (Hilgard Bus Terminal) for a discussion of the Hilgard Bus Terminal.

Response to Comment T-11

The potential for relocation of the UCLA Medical Center to modify access to public transit was addressed in the Final EIR for the UCLA Academic Health Center Facilities Reconstruction Plan (SCH No. 97061016, which was certified by The Regents in November 1998. Implementation of the 2002 LRDP would not affect the (under-construction) Westwood Replacement Hospital, and thus no analysis of transit access to the hospital was required in the 2002 LRDP Draft EIR on the 2002 LRDP.

Response to Comment T-12

Please refer to Response to Comment 19-10 regarding existing ambient noise levels and their applicability to Los Angeles Municipal Code noise regulations. The campus is continuing its efforts to address neighborhood concerns related to the Hilgard Bus Terminal. However, the 2002 LRDP Draft EIR does not evaluate existing or future noise levels associated specifically with the Hilgard Bus Terminal because no changes in operations associated with the Hilgard Bus Terminal are proposed or expected to occur in association with the 2002 LRDP. Please refer to Topical Response B (Hilgard Bus Terminal) for a discussion of the Hilgard Bus Terminal.

Response to Comment T-13

Refer to Topical Response B (Hilgard Bus Terminal) for a discussion of the Hilgard Bus Terminal.

Response to Comment T-14

Refer to Topical Response B (Hilgard Bus Terminal) for a discussion of the Hilgard Bus Terminal.

Response to Comment T-15

Per the terms of the Traffic Mitigation Monitoring Agreement, the University conducts an annual Cordon Count, the third week of each fall quarter to determine the average daily vehicle trip generation, which is the number of vehicles that enter or exit the campus.

Refer to Topical Response B (Hilgard Bus Terminal) for a discussion of the Hilgard Bus Terminal.

As discussed in the traffic appendix to the 2002 LRDP Draft EIR (Volume 1a, Appendix 4 [Traffic Technical Report], page 20):

Counts of existing A.M. and P.M. peak period traffic conditions were conducted by Wiltec, a professional data collection company, and Crain & Associates during May and August of 2001 for the 52 original intersections, and winter quarter 2002 when classes were in session for the six added intersections. (Summer traffic volumes for those six intersections were assumed to be the same as during regular session.) The counts were conducted manually at each of the 58 study intersections, where count personnel tracked the number of vehicles making each possible turning movement. The peak-hour traffic volumes for each intersection were then determined for analysis purposes by finding the four highest consecutive 15-minute volumes for all movements combined. This procedure provides the highest existing volumes, as it is based on the peak hour for each intersection independent of other intersections.

Thus, the traffic analysis in the 2002 LRDP Draft EIR was based upon existing traffic conditions at 58 study intersections in the area surrounding the campus, and did not rely solely on the results of the annual cordon count.

Inclusion of PP 4.13-1(d) in the 2002 LRDP Draft EIR commits the University to continue the Transportation Demand Management program (including promotion of vanpools) throughout the 2002 LRDP planning horizon and to meet the trip reduction and AVR (average vehicle ridership) requirements established by the South Coast Air Quality Management District (SCAQMD). As part of this commitment, the University will take appropriate actions respond to increased demand for vanpools and/or carpools, which may reduce parking demand the vehicle trip generation.

Refer to Response to Comment 8-9 regarding parking for persons with disabilities.

Response to Comment T-16

Refer to Topical Response E (Opportunity to Submit Public Comments) for a discussion of the length and timing of the 2002 LRDP Draft EIR public review period, as well as the opportunities provided for public comment and public participation. Refer also to Response to Comment 12-47 regarding the circulation of the environmental documents for the 2002 LRDP and NHIP projects as one EIR.

Response to Comment T-17

The April 6, 2002, scoping meeting was a four-hour meeting held on the UCLA Campus to present the proposed project and to solicit input from interested agencies, individuals, and organizations regarding the range of settings, alternatives, mitigation measures, and significant effects to be analyzed in the EIR. While the meeting was not required under CEQA, all accommodations were made to increase attendance, including provision of free parking. In reference to the April scoping meeting, this comment states, "We were not given the facts...most of the time is [sic] filibustered by UCLA speakers." According to meeting notes from this April 6 scoping meeting, the commenter spoke eleven separate times, asking twenty-one questions and providing two additional comments. According to the meeting notes, all of the commenter's questions were answered at the meeting and all of the commenter's written comments on the 2002 LRDP are being responded to in this 2002 LRDP Final EIR.

In addition, the campus meets with the community leadership at regularly scheduled meetings at which the proposed 2002 LRDP, including the NHIP component, were discussed. These meetings occurred on July 10, 2001, January 30 2002, and November 7, 2002, as discussed in greater detail in Response to Comment 10-2.

Refer to Topical Response E (Opportunity to Submit Public Comments) for a discussion of the adequacy of the public review period. Refer also to Response to Comment 12-47 regarding the circulation of the environmental documents for the 2002 LRDP and NHIP projects as one EIR.

Response to Comment T-18

Following the public hearing, the comment period was extended from December 16, 2002, until December 20, 2002, to allow students, faculty, and other interested parties time to respond to the 2002 LRDP Draft EIR both before and following the completion of final exams. Refer to Responses to Topical Response E (Opportunity to Submit Public Comments) for a further discussion of the adequacy of the public review period. The University complied with the *University of California CEQA Handbook* with respect to the length of the public review period.

Response to Comment T-19

The introductory information provided in this comment is acknowledged.

The commenter indicates that he was not aware of the public hearing. While the *CEQA Guidelines* does not require a public hearing during the review period for the draft EIR, the Amended University Procedures for Implementation of the California Environmental Quality Act requires a public hearing on an EIR.

On June 12, 2001, the University issued a Notice of Preparation (NOP) announcing the preparation of the EIR for the 2002 LRDP EIR. A revised NOP was subsequently issued on March 20, 2002, to acknowledge that the potential environmental effects of the 2002 LRDP (program) would be considered along with the proposed NHIP (project-level) housing component of the LRDP. The revised NOP was accompanied by an Initial Study (IS) that described the project and proposed scope of analysis. The revised NOP/IS was circulated to responsible agencies, interested groups, and individuals for a 30-day review period (March 20, 2002, to April 19, 2002). A Community Information and EIR Scoping Meeting was held on April 6, 2002, to solicit input from interested agencies, individuals, and organizations regarding the range of actions, alternatives, mitigation measures and significant effects to be analyzed in the EIR.

The Draft LRDP and EIR for the LRDP including the NHIP was issued on October 31, 2002, and initially circulated for public review and comment for a 46-day period scheduled to end on December 16, 2002. In response to a request from the community, the public review and comment period was extended an additional four days to December 20, 2002. The 2002 LRDP Draft EIR was widely circulated using the following methods beginning on November 1, 2002: (1) copies were made available at nine off-campus libraries covering Los Angeles and adjacent local jurisdictions, and two on-campus libraries; (2) a copy was posted on the Web, with public opportunity provided to comment electronically; and (3) hard copies as well as CDs of the document were mailed to sixty-seven agencies, organizations, and interested individuals. As stated in Section 2.3.10 of the *University of California CEQA*

Handbook, steps for conducting the mandatory public hearing include “[p]ublicize the location of the public hearing in community and student newspapers.” The University complied with the *University of California CEQA Handbook* for availability of the document and notification of the public hearing by publishing notice in the *Los Angeles Times* on Sunday November 3, 2002, and the *UCLA Daily Bruin* on Monday November 4, 2002, and on the Web beginning October 31, 2002. In addition to a Community Leader Information Meeting and briefing for local elected officials, a public hearing was held on November 20, 2002, to receive verbal comments on the 2002 LRDP Draft EIR. Refer also to Response to Comment 206-2 for a discussion of the availability of the 2002 LRDP Draft EIR.

This comment references that “these meetings” are scheduled at inopportune times, as mentioned by the previous speaker. However, the commenter does not elaborate on why the meeting time was inopportune, and the previous speaker made no reference to inconvenient meeting times. The public hearing was scheduled on Wednesday November 20, at 7:00 P.M. The evening time made the meeting available to those who work a standard schedule and to those students and faculty who are generally in class during the daytime. The hearing was not scheduled during any exam period. The hearing was scheduled midway through the public review period to allow commenters time to review the 2002 LRDP Draft EIR prior to attending the hearing, while still allowing further time to submit further comments after the hearing. The hearing was not scheduled particularly close to the beginning or the end of any quarter, and was held during the quarter that traditionally has the highest campus enrollment (fall). Therefore, the University strived to schedule the public hearing at a time that was most convenient for anyone wishing to attend, and the nature of the commenter’s objections to the scheduling of the meeting is unclear.

Response to Comment T-20

This comment is acknowledged. Pursuant to CEQA, the purpose of the 2002 LRDP EIR is to evaluate the significance of physical changes in the environment resulting from approval of the 2002 LRDP. See, for example, *CEQA Guidelines* Section 15064(d). See also *CEQA Guidelines* Section 15358(b) (impacts analyzed in an EIR must be “related to a physical change” in the environment). Because this comment does not address a physical change in the environment that could result from approval of the 2002 LRDP, it does not relate to the subject matter of the 2002 LRDP Draft EIR and thus no response is required. See *CEQA Guidelines* Section 15088 (lead agency shall prepare responses to comments on “environmental issues”).

Response to Comment T-21

This comment is acknowledged. Pursuant to CEQA, the purpose of the 2002 LRDP EIR is to evaluate the significance of physical changes in the environment resulting from approval of the 2002 LRDP. See,

for example, *CEQA Guidelines* Section 15064(d). See also *CEQA Guidelines* Section 15358(b) (impacts analyzed in an EIR must be “related to a physical change” in the environment). Because this comment does not address a physical change in the environment that could result from approval of the 2002 LRDP, it does not relate to the subject matter of the 2002 LRDP Draft EIR and thus no response is required. See *CEQA Guidelines* Section 15088 (lead agency shall prepare responses to comments on “environmental issues”).

Response to Comment T-22

Refer to Topical Response E (Opportunity to Submit Public Comments) for a discussion of the length and timing of the 2002 LRDP Draft EIR public review period, as well as the opportunities provided for public comment and public participation.

Response to Comment T-23

This comment is acknowledged. Pursuant to CEQA, the purpose of the 2002 LRDP EIR is to evaluate the significance of physical changes in the environment resulting from approval of the 2002 LRDP. See, for example, *CEQA Guidelines* Section 15064(d). See also *CEQA Guidelines* Section 15358(b) (impacts analyzed in an EIR must be “related to a physical change” in the environment). Because this comment does not address a physical change in the environment that could result from approval of the 2002 LRDP, it does not relate to the subject matter of the 2002 LRDP Draft EIR and thus no response is required. See *CEQA Guidelines* Section 15088 (lead agency shall prepare responses to comments on “environmental issues”).

Response to Comment T-24

This comment is acknowledged. Pursuant to CEQA, the purpose of the 2002 LRDP EIR is to evaluate the significance of physical changes in the environment resulting from approval of the 2002 LRDP. See, for example, *CEQA Guidelines* Section 15064(d). See also *CEQA Guidelines* Section 15358(b) (impacts analyzed in an EIR must be “related to a physical change” in the environment). Because this comment does not address a physical change in the environment that could result from approval of the 2002 LRDP, it does not relate to the subject matter of the 2002 LRDP Draft EIR and thus no response is required. See *CEQA Guidelines* Section 15088 (lead agency shall prepare responses to comments on “environmental issues”).

Response to Comment T-25

This comment is acknowledged. Pursuant to CEQA, the purpose of the 2002 LRDP EIR is to evaluate the significance of physical changes in the environment resulting from approval of the 2002 LRDP. See, for example, *CEQA Guidelines* Section 15064(d). See also *CEQA Guidelines* Section 15358(b) (impacts

analyzed in an EIR must be “related to a physical change” in the environment). Because this comment does not address a physical change in the environment that could result from approval of the 2002 LRDP, it does not relate to the subject matter of the 2002 LRDP Draft EIR and thus no response is required. See *CEQA Guidelines* Section 15088 (lead agency shall prepare responses to comments on “environmental issues”).

Response to Comment T-26

The 2002 LRDP Draft EIR acknowledged that implementation of the 2002 LRDP could result in significant and unavoidable traffic impacts during both the regular and summer sessions, and identified mitigation measures to address impacts wherever feasible. The University acknowledges that unmitigated impacts would result from implementation of the 2002 LRDP and that combined with cumulative increases in traffic (as discussed in the 2002 LRDP Draft EIR and depicted on Table 4.13-31 (Cumulative Change in Traffic Conditions from Regional Growth and Related Projects—Regular Session) and Table 4.13-32 (Cumulative Change in Traffic Conditions from Regional Growth and Related Projects—Summer Session) (Volume 1, pages 4.13-99 to 4.13-118), these increases in traffic volumes could increase traffic delays in the area surrounding the campus.

Response to Comment T-27

The 2002 LRDP Draft EIR acknowledged that implementation of the 2002 LRDP could result in significant and unavoidable traffic impacts during both the regular and summer sessions and identified mitigation measures to address impacts wherever feasible. Even with the implementation of the feasible mitigation measures, impacts associated with implementation of the 2002 LRDP could remain significant and unavoidable at up to four intersections during the regular session and 12 intersections during the summer session.

To reduce the University’s contribution to traffic conditions in the vicinity of the campus, the 2002 LRDP Draft EIR also included PP 4.13-1(a) to maintain the trip cap of 139,500 average daily trips, PP 4.13-1(b) to maintain the parking cap of 25,169 on-campus spaces, PP 4.13-1(c) to provide additional on-campus housing, and 4.13-1(d) to continue to implement the Transportation Demand Management program to encourage the use of alternative transportation modes. As discussed in the 2002 LRDP Draft EIR, the University has participated in, or funded, a variety of transportation and traffic signal improvements in the Westwood area, which have improved traffic conditions at major intersections and reduced vehicle trip generation. The mitigation measures identified in the 2002 LRDP Draft EIR would be consistent with those previous efforts and further improve traffic conditions at selected intersections.

Response to Comment T-28

This comment is acknowledged. The speaker submitted a letter to campus staff during the November 20, 2002, public hearing. This letter is included in this 2002 LRDP Final EIR in its entirety as Comment Letter 8. Refer to Comment Letter 8 for the comments submitted, as well as the University's responses to those comments.

Response to Comment T-29

The University acknowledges that construction activities at the campus can be disruptive to people on and off campus. The people that are primarily affected are faculty, staff, and students working, learning, or living in close proximity to the individual construction sites. The 2002 LRDP Draft EIR (Volume 1, pages 4.2-7 through 4.2-31; and Volume 1, pages 4.9-36 through 4.9-39) addresses the air quality and noise impacts that would occur with construction activities under the 2002 LRDP and identifies mitigation measures that would minimize these impacts.

Response to Comment T-30

As shown in Table 4.13-22 (Future On-Campus Trip Generation Rates with 2002 LRDP) of the 2002 LRDP Draft EIR (Volume 1, page 4.13-39), trip generation rates for resident students are generally lower than for commuter students, particularly for undergraduate students. Thus, the provision of additional on-campus housing has the potential to reduce traffic impacts associated with increased student enrollment.

The University acknowledges that cumulative traffic conditions in the vicinity of the campus have deteriorated over time as discussed in the 2002 LRDP Draft EIR (Volume 1, Section 4.13 [Transportation/Traffic]). However, as discussed in Response to Comment T-27, the University has funded traffic signal improvements in the past, imposed and maintained caps on trip generation and parking spaces and identified feasible mitigation measures in the 2002 LRDP Draft EIR that would increase intersection capacity and improve traffic flow at thirteen intersections.

Response to Comment T-31

As fully described in Response to Comment 9-2, only the housing facilities and the parking structure are being proposed for approval concurrently with the 2002 LRDP. The proposed recreation and facilities management storage components, as described and analyzed in the 2002 LRDP Draft EIR, will not be proposed for action at this time.

Response to Comment T-32

Refer to Topical Response C (Allocation of Enrollment Growth to the UCLA Campus) for a discussion of enrollment growth at UCLA and throughout the University of California system.

Response to Comment T-33

Refer to Topical Response E (Opportunity to Submit Public Comments) for a discussion of the length and timing of the 2002 LRDP Draft EIR public review period, as well as the opportunities provided for public comment and public participation. In addition, as described in Responses to Comments 9-2 and 12-54, the campus regularly meets with the community to discuss matters of mutual interest, including the preparation of environmental documents. The campus shall continue to conduct regular meetings with local community groups to maintain an ongoing exchange of ideas and information and to pursue mutually acceptable solutions for planning issues that confront both the campus and the community.

Response to Comment T-34

The comment quotes and paraphrases from the *University of California CEQA Handbook*, stating that CEQA requires certain public involvement and encourages others. The University has complied with all requirements of CEQA and The Amended University Procedures for Implementation of the California Environmental Quality Act. It has also implemented certain elements of public involvement that are encouraged but not required, such as a scoping meeting prior to the preparation of the 2002 LRDP Draft EIR. Refer to Topical Response E (Opportunity to Submit Public Comments) for a discussion of the length and timing of the 2002 LRDP Draft EIR public review period, as well as the opportunities provided for public comment and public participation.

Response to Comment T-35

Refer to Topical Response E (Opportunity to Submit Public Comments) for a discussion of the length and timing of the 2002 LRDP Draft EIR public review period, as well as the opportunities provided for public comment and public participation.

Response to Comment T-36

Refer to Topical Response E (Opportunity to Submit Public Comments) for a discussion of the length and timing of the 2002 LRDP Draft EIR public review period, as well as the opportunities provided for public comment and public participation.

Response to Comment T-37

Refer to Responses to Comments 12-67 and 12-68 for a discussion of the selection of project alternatives. With respect to mitigation measures, and consistent with Section 15126.4 of the *CEQA*

Guidelines, the 2002 LRDP Draft EIR describes all feasible mitigation measures that could minimize significant adverse impacts. The mitigation measures are fully enforceable and are consistent with all applicable requirements. Lastly, the 2002 LRDP Draft EIR was prepared in full accordance with all substantive and procedural requirements for a legally adequate EIR, including, but not limited to, the requirements set forth in CEQA and the *CEQA Guidelines*.

Response to Comment T-38

Refer to Response to Comment T-33 for a discussion of the purpose of the public hearing. Refer also to Responses to Comments 10-2 and 12-98 for a discussion of the public involvement process associated with preparation of the 2002 LRDP Draft EIR.

This comment states that UCLA failed to meet with community groups on the EIR. This comment is curious, as the commenter attended a four-hour scoping meeting on April 6, 2002. This meeting was not required under CEQA, and the University held the meeting to achieve further public involvement, as suggested in the *University of California CEQA Handbook*. Refer to Response to Comment 12-98 for a further discussion of this meeting. In addition, the campus meets with the community leadership at regularly scheduled meetings at which the proposed 2002 LRDP, including the NHIP component, were discussed. These meetings occurred during 2002 LRDP Draft EIR preparation on July 10, 2001, January 30 2002, and November 7, 2002, as discussed in greater detail in Response to Comment 10-2.

Response to Comment T-39

Refer to Response to Comment T-33 for a discussion of the purpose of the public hearing. Refer also to Responses to Comments 10-2 and 12-98 for a discussion of the public involvement process associated with preparation of the 2002 LRDP Draft EIR.

Response to Comment T-40

Refer to Response to Comment 12-98 for a discussion of the length of the public review period. This comment requests an additional 30 days to respond to the 2002 LRDP Draft EIR, which would have included two major holidays and an extended academic break. Refer also to Topical Response E (Opportunity to Submit Public Comments) and Response to Comment 12-47 for a discussion of circulating the 2002 LRDP Draft EIR for the LRDP and NHIP simultaneously, and Responses to Comments 10-2 and 12-98 for a discussion of the public involvement process associated with the preparation of the 2002 LRDP Draft EIR.

This comment also states that The Regents are being deprived of informed responses from the community. However, The Regents will consider the entirety of the comments provided in the 2002

LRDP Final EIR, including 370 written comment letters and the transcript of the public hearing held November 20, 2002, prior to any decision to approve or deny the proposed project.

Response to Comment T-41

Refer to Topical Response E (Opportunity to Submit Public Comments) for a discussion of the length and timing of the 2002 LRDP Draft EIR public review period, as well as the opportunities provided for public comment and public participation, and Response to Comment 10-4 for a discussion of the University's continued practice of meeting with the community.

Response to Comment T-42

The commenter states his objection that the public hearing did not start on time. This late start was due to the University's efforts to ensure proper recording of the hearing. The hearing was recorded so that each speaker's comments could be accurately recorded and responded to in the 2002 LRDP Final EIR. The University apologized for the delayed start during the beginning of the public hearing. This comment also states an objection to a deadline for comments at 5:00 P.M. on December 16, 2002. In response to requests from the public, the comment period was extended until 5:00 P.M. on December 20, 2002.

Response to Comment T-43

Following the public hearing, the comment period was extended from December 16, 2002, until December 20, 2002, to allow students, faculty, and other interested parties who attended time to respond to the 2002 LRDP Draft EIR. Refer to Topical Response E (Opportunity to Submit Public Comments) for further discussion of the length of the public review period. Further, the comment is not specific as to the errors and flaws contained in the 2002 Draft EIR. Absent a specific comment on the content or adequacy of 2002 LRDP Draft EIR, it is impossible to prepare a response, and CEQA does not impose such a requirement.

Response to Comment T-44

This comment states objection that certification of the 2002 LRDP Final EIR will be held in San Francisco instead of Los Angeles. The first meeting of The Regents following completion of the 2002 LRDP Final EIR is scheduled to be held in San Francisco. Further, the *CEQA Guidelines* and the *University of California CEQA Handbook* do not require a particular location for certification of Final EIRs. It should be noted that The Regents have been provided with copies of all comment letters received on the 2002 LRDP Draft EIR and the public hearing transcript, as well as the responses to comments, written and verbal, for consideration by The Regents prior to certification of the 2002 LRDP Final EIR. The commenter's three comment letters, numerous attachments, and comments made at the public hearing

will be submitted to The Regents for review and consideration prior to certification of the 2002 LRDP Final EIR.

Response to Comment T-45

This comment asks for an extension of the public review period. Refer to Topical Response E (Opportunity to Submit Public Comments) for a discussion of the length and timing of the 2002 LRDP Draft EIR public review period, as well as the opportunities provided for public comment and public participation. The remainder of the comment is address toward the other attendees at the public hearing and does not provide comment on the 2002 LRDP Draft EIR. No response is required.

Chapter IV UCLA 2002 LONG RANGE DEVELOPMENT PLAN MITIGATION MONITORING AND REPORTING PROGRAM

A. INTRODUCTION

The California Environmental Quality Act (CEQA) requires the adoption of feasible mitigation measures to reduce the severity and magnitude of potentially significant environmental impacts associated with project development. The Final Environmental Impact Report (Final EIR) for the 2002 Long Range Development Plan (2002 LRDP), SCH No. 2002031115, dated February 2003, recommends that The Regents of the University of California (The Regents) adopt a range of mitigation measures and continue campus programs, practices, and procedures that will mitigate to the extent feasible the environmental effects that could result from the implementation of the 2002 LRDP.

The mitigations include measures that are incorporated in the 2002 LRDP that must be undertaken during the development of future specific projects, or at regular time intervals to monitor and report on ongoing administrative actions or service levels, including adherence to the cap on campus-related vehicle trips and parking spaces. Monitoring of the implementation of adopted mitigation measures is required by Public Resources Code Section 21081.6. This document identifies mitigation measures (MMs) and programs, practices, and procedures (PPs) of the 2002 LRDP, and describes the process whereby the MMs and PPs would be monitored following certification of the Final EIR and adoption of this Mitigation Monitoring and Reporting Program (MMRP) by The Regents.

B. PROJECT DESCRIPTION

The subject of this MMRP is the 2002 LRDP, which has been proposed by the University of California, Los Angeles campus (UCLA, or the University). An LRDP is defined by statute (Public Resources Code Section 21080.09) as a "physical development and land use plan to meet the academic and institutional objectives for a particular campus or medical center of public higher education." The 2002 LRDP is an update to the current LRDP for the UCLA campus, which was previously adopted by The Regents in November 1990. The 1990 LRDP identified eight land use zones and proposed development of 3.71 million net gross square feet (gsf) over an approximate 15-year planning horizon through academic year 2005–06. Of the 3.71 million gsf originally allocated and approved under the 1990 LRDP,

approximately 2 million gsf have been planned for development since 1990, resulting in a remaining development allocation of 1.71 million gsf. The 2002 LRDP would extend the 1990 LRDP from a horizon year of 2005–06 to 2010–11 to accommodate an increase in the campus population, while maintaining the same campuswide land use zones, remaining development allocation, vehicle trip limits, and parking limits of the 1990 LRDP.

While the planning horizon for the 2002 LRDP is anticipated to be 2010–11, the LRDP could continue beyond that year, provided that the development allocation, vehicle trip, and parking limits are maintained. Further, irrespective of the actual date of the horizon year, the 2002 LRDP EIR shall remain a valid basis for evaluating impacts resulting from implementation of the 2002 LRDP so long as compliance with Sections 15162 through 15164 and 15168 of the *CEQA Guidelines* is maintained.

The 2002 LRDP addresses the following primary elements:

- An increase in the on-campus population of 4,873 average weekday students, academic and staff employees, and visitors for the regular session
- An increase in the on-campus population of 6,992 average weekday students, academic and staff employees, and visitors for the summer session
- Development of 1.71 million gsf remaining and approved under the 1990 LRDP (reallocated among the eight existing campus zones) to address existing and future program needs, as well as the space requirements associated with an increased student enrollment
- Development of 2,000 beds of undergraduate student housing in the Northwest zone of campus, including associated recreation and parking
- Continued promotion and expansion of the existing Transportation Demand Management Program, consistent with regional planning efforts to improve traffic and air quality
- Continued compliance with the existing limits of 25,169 on-campus parking spaces (including stack parking) and 139,500 average daily vehicle trips attributable to UCLA.

Adoption of the 2002 LRDP does not constitute a commitment to any specific project, construction schedule, or funding priority. Each development proposal must be approved individually as appropriate in compliance with CEQA.

C. MITIGATION MONITORING AND REPORTING PROGRAM DESCRIPTION

I. Roles and Responsibilities

The Chancellor is ultimately responsible for the enforcement of all adopted mitigation measures and programs, practices, and procedures under jurisdiction of UCLA. The Administrative Vice Chancellor

has responsibility for implementing this and other Mitigation Monitoring and Reporting Programs adopted for subsequent project-specific Environmental Impact Reports (EIRs), and will report on an annual basis directly to the Chancellor regarding the status of their implementation.

Under the present administrative structure of the UCLA campus, the following campus units responsible for implementation of LRDP mitigation measures (MMs) and programs, practices, and procedures (PPs) report directly or indirectly to the Administrative Vice Chancellor: Capital Programs (including Environmental Planning, Campus Architect and Project Management); Facilities Management; Environment, Health and Safety (including Campus Fire Marshall); Community Safety; Administrative and Business Services; and Transportation Services. Compliance with most project-specific mitigation measures would remain the responsibility of Capital Programs, Design and Construction, which reports on the monitoring and implementation of the MMs and PPs included in this MMRP.

2. Mitigation Monitoring Procedures

The MMs and PPs included in this program are divided into four categories: (1) MMs and PPs related to the implementation of specific projects; (2) administrative MMs, and PPs related to ongoing campuswide operations; (3) PPs related to the monitoring and maintenance of public service levels; and (4) PPs related to the maintenance and monitoring of the cap on the number of average daily campus-related vehicle trips and parking spaces. Monitoring procedures vary for each of the four categories of MMs and PPs. In general, monitoring consists of documenting that MMs and PPs were implemented by the responsible unit(s) at the appropriate time in specific project development, or at regular intervals for administrative actions, public service, and vehicle trip and parking levels.

Specific Projects

Monitoring for specific projects would determine whether (1) LRDP academic, physical, and operational objectives, and other specific design issues were considered in the design development phase; (2) the required CEQA analysis considered project-specific environmental effects, incorporated relevant LRDP MMs and PPs, and identified project-specific mitigation measures as required; (3) construction contracts include the specified provisions; and (4) project management mitigations were implemented during construction and landscaping of the project. Figure 1 (Monitoring Process for Project-Specific Mitigation Measures) presents a flow diagram of the project-specific mitigation monitoring process.

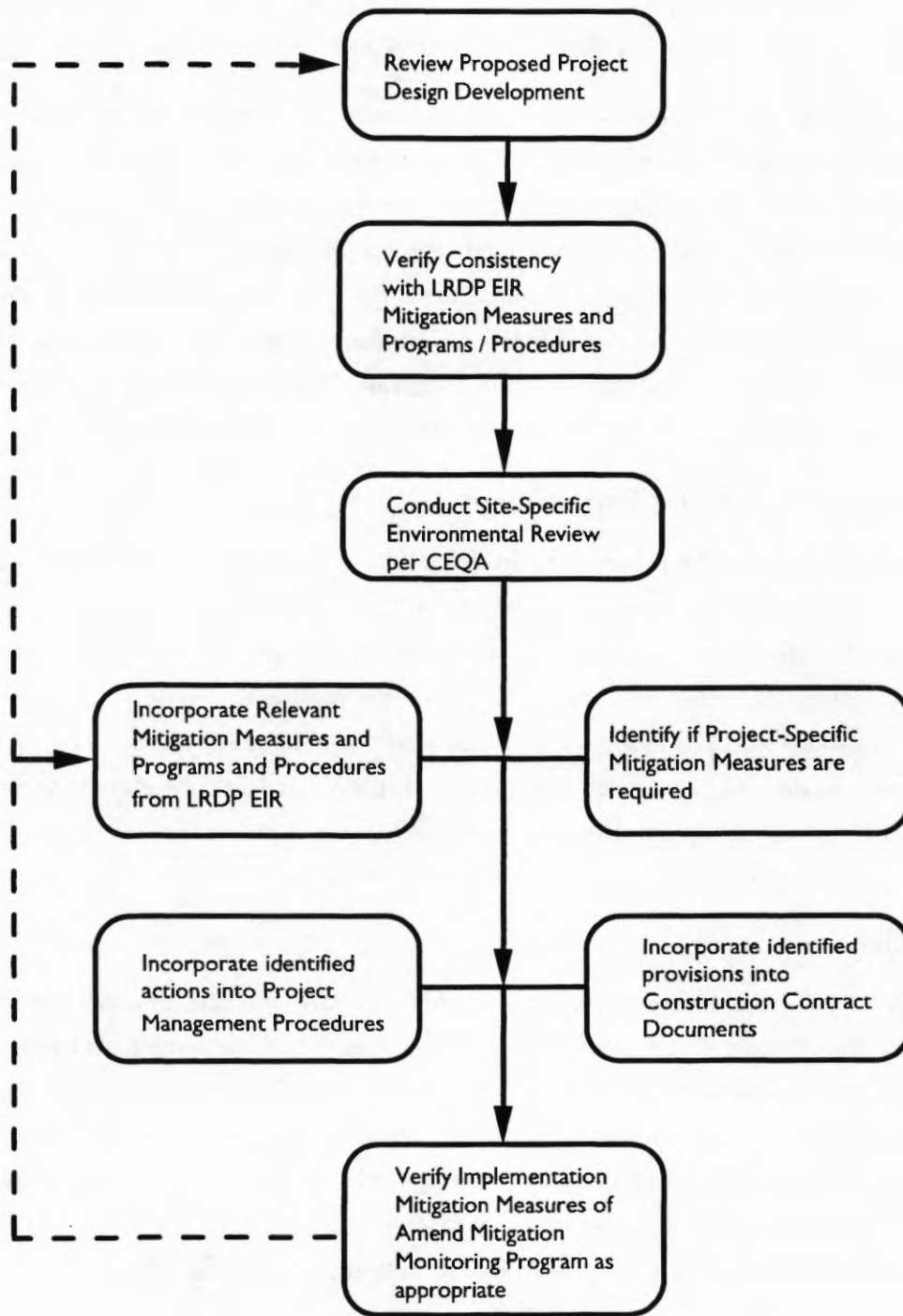


Figure 1 Monitoring Process for Project-Specific Mitigation Measures

Administrative Actions

Administrative actions to mitigate potential impacts of campus growth are monitored via annual consultation with and/or submittal of reports from the responsible unit(s). LRDP administrative MMs, and PPs include housing, transportation demand management, seismic renovation, fume hood operation, water and energy conservation, solid waste reduction, wastewater generation, hazardous materials management, and Disaster Response Plan and Business Plan updates. As program strategies or goals have already been established in most of these areas, monitoring would consist of describing the status of actions undertaken to implement these mitigations, programs, practices, and procedures, progress made towards implementation, and future actions to be initiated.

Public Service Levels

PPs that relate to the maintenance of service levels are associated with the provision of adequate police and fire protection services, which could be impacted by LRDP and project-related on-campus growth and population increases. Monitoring these service level PPs would provide for an ongoing assessment of the adequacy of police and fire protection levels and equipment needs. Existing police and fire protection services specified in the 2002 LRDP Final EIR were determined to be adequate and established the baseline from which to assess future needs.

Maintenance of the Trip and Parking Caps

To reduce the campus impact on traffic in the Westwood area, the 2002 LRDP Final EIR includes PPs to limit the total average number of daily vehicle trips to 139,500 and a parking cap of 25,169 spaces during the LRDP planning horizon. Maintenance of the trip and parking caps will be monitored via Transportation Services annual cordon count, which is also reported annually to the Los Angeles Department of Transportation in accordance with the terms of the Traffic Mitigation Monitoring Agreement between UCLA and the City of Los Angeles. Future project-specific CEQA analyses will consider the effect of new projects on the trip and parking caps. If a project is estimated to cause an exceedance of the trip cap, environmental documentation for the project would describe the measures necessary to reduce trip generation, so that the net effect of occupying the project would not cause the cap to be exceeded.

3. Mitigation Timing

Generally, the following milestones are used to identify timing for implementation of each MM or PP. Implementation of off-campus traffic improvement measures would be dependent upon the timing of project specific proposals under the 2002 LRDP.

- Design: During project design

- Grading: Prior to and during project grading
- Construction: Prior to and during project construction
- Ongoing: Periodically as part of campus operations

4. Program Changes

The University reserves the right to make amendments and/or substitutions of MMs if, in the exercise of the discretion of the University, it is determined that the amended or substituted MM will mitigate the identified potential environmental impact to at least the same degree as the original MM, or would attain an adopted performance standard for mitigation, and where the amendment or substitution would not result in a new significant impact on the environment which cannot be mitigated.

The University reserves the right to make amendments and/or substitutions of PPs if, in the exercise of discretion of the University, it is determined that the amended or substituted PP will eliminate the potential for an environmental impact to at least the same degree as the original PP and where the amendment or substitution would not result in a new significant impact on the environment which cannot be mitigated.

5. The Monitoring and Reporting Program

The MMs and PPs that are recommended to The Regents for adoption upon certification of the 2002 LRDP Final EIR form the remainder of this document. The required mitigation measures and programs, practices, and procedures are listed by impact area, with an identification of the campus unit or department responsible for implementation and determination of the type or timing of implementation for each mitigation measure and/or program and procedure.

A report will be prepared annually by Capital Programs, Environmental Planning to describe the implementation status of 2002 LRDP EIR MMs and PPs, and which will be expanded as needed to describe implementation of both the 2002 LRDP and the project-specific mitigation measures adopted for subsequent projects.

Table IV-1 University of California, Los Angeles 2002 Long Range Development Plan Mitigation Monitoring and Reporting Program

Number	Mitigation Measures	Mitigation Timing	Mitigation Responsibility
4.1 AESTHETICS			
LRDP PP 4.1-1	<p>(a) The design process shall evaluate and incorporate, where appropriate, factors including, but not necessarily limited to, building mass and form, building proportion, roof profile, architectural detail and fenestration, the texture, color, and quality of building materials, focal views, pedestrian and vehicular circulation and access, and the landscape setting to ensure preservation and enhancement of the visual character and quality of the campus and the surrounding area. Landscaped open space (including plazas, courts, gardens, walkways, and recreational areas) shall be integrated with development to encourage use through placement and design. <i>(This is identical to Land Use PP 4.8-1(a).)</i></p> <p>(b) The Mildred E. Mathias Botanical Garden, Franklin D. Murphy Sculpture Garden, Dickson Plaza, Janss Steps, Stone Canyon Creek area, Meyerhoff Park, Wilson Plaza, Bruin Plaza, and the University Residence shall be maintained as open space preserves during the 2002 LRDP planning horizon.</p> <p>(c) New building projects shall be sited to ensure compatibility with existing uses and the height and massing of adjacent facilities. <i>(This is identical to Land Use PP 4.8-1(h).)</i></p> <p>(d) The integrity of the campus historic core shall be maintained. <i>(This is identical to Cultural Resources PP 4.4-1(b) and Land Use PP 4.8-1(g).)</i></p>	<p>During project design</p> <p>Ongoing</p> <p>During project design</p> <p>Ongoing</p>	<p>Capital Programs/ Campus Architect</p> <p>Capital Programs</p> <p>Capital Programs/ Campus Architect</p> <p>Capital Programs</p>
LRDP PP 4.1-2	<p>(a) Additions to, or expansions of, existing structures shall be designed to complement the existing architectural character of the buildings.</p> <p>(b) The architectural and landscape traditions that give the campus its unique character shall be respected and reinforced. <i>(This is identical to Land Use PP 4.8-1(f).)</i></p> <p>(c) Development of the southern edge of the main campus shall be designed to enhance the campus interface with Westwood Village. <i>(This is identical to Land Use PP 4.8-1(b).)</i></p> <p>(d) Projects proposed under the 2002 LRDP shall include landscaping.</p>	<p>During project design</p> <p>Ongoing/during project design</p> <p>During project design</p> <p>During project design</p>	<p>Capital Programs/ Campus Architect</p> <p>Capital Programs/ Campus Architect</p> <p>Capital Programs/ Campus Architect</p> <p>Capital Programs/ Campus Architect</p>

Table IV-1 University of California, Los Angeles 2002 Long Range Development Plan Mitigation Monitoring and Reporting Program

Number	Mitigation Measures	Mitigation Timing	Mitigation Responsibility
	(e) The western, northern, and eastern edges of the main campus shall include a landscaped buffer to complement the residential uses of the surrounding community and to provide an attractive perimeter that effectively screens and enhances future development. <i>(This is identical to Land Use PP 4.8-1(c).)</i>	Ongoing	Capital Programs
LRDP MM 4.1-2	In conjunction with CEQA documentation required for each project proposal under the 2002 LRDP, a tree replacement plan shall be prepared and implemented. The tree replacement plan for each project shall determine the appropriate number of replacement trees in relation to the specific project site characteristics. The tree replacement plan would ensure that the appropriate number of new trees is planted within the available site area so that each tree planted has sufficient space to grow and thrive. <i>(This is identical to Biological Resources MM 4.3-1(c).)</i>	During project design	Capital Programs/ Campus Architect
LRDP MM 4.1-3	<p>(a) Design for specific projects shall provide for the use of textured nonreflective exterior surfaces and nonreflective glass.</p> <p>(b) All outdoor lighting shall be directed to the specific location intended for illumination (e.g., roads, walkways, or recreation fields) to limit stray light spillover onto adjacent residential areas. In addition, all lighting shall be shielded to minimize the production of glare and light spill onto adjacent uses.</p> <p>(c) Ingress and egress from parking areas shall be designed and situated so the vehicle headlights are shielded from adjacent uses. If necessary, walls or other light barriers will be provided.</p>	<p>During project design</p> <p>During project design</p> <p>During project design.</p>	<p>Capital Programs/ Campus Architect</p> <p>Capital Programs/ Campus Architect</p> <p>Capital Programs/ Campus Architect</p>
4.2 AIR QUALITY			
LRDP PP 4.2-1	<p>(a) The campus shall continue to provide on-campus housing to continue the evolution of UCLA from a commuter to a residential campus. <i>(This is identical to Noise and Vibration PP 4.9-5(a) and Transportation/Traffic PP 4.13-1(c).)</i></p> <p>(b) The campus shall continue to implement a TDM program that meets or exceeds all trip reduction and AVR requirements of the SCAQMD. The TDM program may be subject to modification as new technologies are developed or alternative program elements are found to be more effective. <i>(This is identical to Noise and Vibration PP 4.9-5(b) and Transportation/Traffic PP 4.13-1(d).)</i></p>	<p>Ongoing</p> <p>Ongoing</p>	<p>Housing Administration</p> <p>Transportation Services</p>

Table IV-1 University of California, Los Angeles 2002 Long Range Development Plan Mitigation Monitoring and Reporting Program

<i>Number</i>	<i>Mitigation Measures</i>	<i>Mitigation Timing</i>	<i>Mitigation Responsibility</i>
	(c) The campus shall continue to require by contract specifications that construction operations rely on the campus' existing electricity infrastructure rather than electrical generators powered by internal combustion engines to the extent feasible.	Prior to and during project construction	Capital Programs/ Project Manager
LRDP PP 4.2-3	The campus shall continue to implement energy conservation measures (such as energy-efficient lighting and microprocessor-controlled HVAC equipment) to reduce the demand for electricity and natural gas. The energy conservation measures may be subject to modification as new technologies are developed or if current technologies become obsolete through replacement. <i>(This is identical to Utilities and Service Systems PP 4.14-10.)</i>	Ongoing	Facilities Management
LRDP MM 4.2-2	(a) The campus shall require by contract specifications that construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than five minutes. (b) The campus shall encourage contractors to utilize alternative fuel construction equipment (i.e., compressed natural gas, liquid petroleum gas, and unleaded gasoline) and low-emission diesel construction equipment to the extent that the equipment is readily available and cost-effective.	Prior to and during project construction During project construction	Capital Programs/ Project Manager Capital Programs/ Project Manager
LRDP MM 4.2-4	The TDM program will be extended through the student registration process to provide information concerning alternative transportation options to summer session students to increase awareness of, and participation in, alternative transportation programs during the summer session. <i>(This is identical to Noise and Vibration MM 4.9-6 and Transportation/Traffic MM 4.13-2(a).)</i>	Ongoing	Transportation Services

4.3 BIOLOGICAL RESOURCES

LRDP PP 4.3-1	(a) Mature trees to be retained and protected in place during construction, shall be fenced at the drip-line, and maintained by the contractor in accordance with landscape specifications contained in the construction contract. (b) Trees shall be examined by an arborist and trimmed, if appropriate, prior to the start of construction. (c) Construction contract specifications shall include the provision for temporary irrigation/watering and feeding of these trees during construction, as recommended by the designated arborist.	During project grading and construction Prior to project construction Prior to and during project construction	Capital Programs/ Project Manager Capital Programs/ Project Manager Capital Programs/ Project Manager
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Table IV-1 University of California, Los Angeles 2002 Long Range Development Plan Mitigation Monitoring and Reporting Program

Number	Mitigation Measures	Mitigation Timing	Mitigation Responsibility
	<p>(d) Construction contract specifications shall require that no building materials, parked equipment, or vehicles shall be stored within the fence line.</p> <p>(e) Examination of these trees by an arborist shall be performed monthly during construction to ensure that they are being adequately maintained.</p>	<p>Prior to and during project construction</p> <p>During project construction</p>	<p>Capital Programs/ Project Manager</p> <p>Capital Programs/ Project Manager</p>
<p>LRDP MM 4.3-1</p>	<p>(a) Prior to onset of construction activities that occur between March and mid-August, surveys for nesting special status avian species and raptors shall be conducted on the affected portion of the campus following USFWS and/or CDFG guidelines. If no active avian nests are identified on or within 250 feet of the construction site, no further mitigation is necessary.</p> <p>(b) If active nests for avian species of concern or raptor nests are found within the construction footprint or a 250-buffer zone, exterior construction activities shall be delayed within the construction footprint and buffer zone until the young have fledged or appropriate mitigation measures responding to the specific situation have been developed and implemented in consultation with CDFG.</p> <p>(c) In conjunction with CEQA documentation required for each project proposal under the 2002 LRDP, a tree replacement plan shall be prepared and implemented. The tree replacement plan for each project shall determine the appropriate number of replacement trees in relation to the specific project site characteristics. The tree replacement plan would ensure that the appropriate number of new trees is planted within the available site area so that each tree planted has sufficient space to grow and thrive. (This is identical to Aesthetics MM 4.1-2.)</p>	<p>Prior to project construction</p> <p>Prior to project construction</p> <p>During project design.</p>	<p>Capital Programs/ Project Manager</p> <p>Capital Programs/ Project Manager</p> <p>Capital Programs/ Campus Architect/ Project Manager</p>
4.4 CULTURAL RESOURCES			
<p>LRDP PP 4.4-1</p>	<p>(a) The campus shall continue to implement all modifications to historic structures in compliance with the Secretary of the Interior's Standards for Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings (Weeks and Grimmer 1995).</p> <p>(b) The integrity of the campus historic core shall be maintained. (This is identical to Aesthetics PP 4.1-1(d) and Land Use PP 4.8-1(g).)</p>	<p>During project construction</p> <p>Ongoing</p>	<p>Capital Programs/ Campus Architect</p> <p>Capital Programs</p>

Table IV-I University of California, Los Angeles 2002 Long Range Development Plan Mitigation Monitoring and Reporting Program

<i>Number</i>	<i>Mitigation Measures</i>	<i>Mitigation Timing</i>	<i>Mitigation Responsibility</i>
LRDP PP 4.4-5	In the event of the discovery of a burial, human bone, or suspected human bone, all excavation or grading in the vicinity of the find shall halt immediately, the area of the find shall be protected, and the University immediately shall notify the Los Angeles County Coroner of the find and comply with the provisions of P.R.C. Section 5097 with respect to Native American involvement, burial treatment, and re-burial, if necessary.	During project grading and construction	Capital Programs/ Project Manager
LRDP MM 4.4-3	<p>(a) Prior to site preparation or grading activities, construction personnel shall be informed of the potential for encountering unique archaeological resources and taught how to identify these resources if encountered. This shall include the provision of written materials to familiarize personnel with the range of resources that might be expected, the type of activities that may result in impacts, and the legal framework of cultural resources protection. All construction personnel shall be instructed to stop work in the vicinity of a potential discovery until a qualified, non-University archaeologist assesses the significance of the find and implements appropriate measures to protect or scientifically remove the find. Construction personnel shall also be informed that unauthorized collection of archaeological resources is prohibited.</p> <p>(b) A qualified archaeologist shall first determine whether an archaeological resource uncovered during construction is a "unique archaeological resource" under Public Resources Code Section 21083.2(g). If the archaeological resource is determined to be a "unique archaeological resource," the archaeologist shall formulate a mitigation plan in consultation with the campus that satisfies the requirements of Section 21083.2.</p> <p>If the archaeologist determines that the archaeological resource is not a unique archaeological resource, the archaeologist may record the site and submit the recordation form to the California Historic Resources Information System South Central Coastal Information Center.</p> <p>The archaeologist shall prepare a report of the results of any study prepared as part of a mitigation plan, following accepted professional practice. Copies of the report shall be submitted to the University and to the California Historic Resources Information System South Central Coastal Information Center.</p>	<p>Prior to project grading</p> <p>During project grading and construction</p>	<p>Capital Programs/ Project Manager</p> <p>Capital Programs/ Project Manager</p>

Table IV-1 University of California, Los Angeles 2002 Long Range Development Plan Mitigation Monitoring and Reporting Program

Number	Mitigation Measures	Mitigation Timing	Mitigation Responsibility
4.6 HAZARDS AND HAZARDOUS MATERIALS			
LRDP PP 4.6-1	The campus shall continue to implement the same (or equivalent) health and safety plans, programs, practices, and procedures related to the use, storage, disposal, or transportation of hazardous materials during the 2002 LRDP planning horizon, including, but not necessarily limited to, the Business Plan, Hazardous Materials Management Program, Hazard Communication Program, Injury and Illness Prevention Program, Chemical Exposure Monitoring Program, Asbestos Management Program, Respiratory Protection Program, Risk Management Prevention Plan for the use and storage of ammonia in the ESF, EH&S procedures for decommissioning and demolishing buildings that may contain hazardous materials, and the Broadscope Radioactive Materials License. These programs may be subject to modification as more stringent standards are developed or if the programs become obsolete through replacement by other programs that incorporate similar health and safety protection measures.	Ongoing	Environment, Health and Safety
LRDP PP 4.6-4	While not expected occur on-campus, if contaminated soil and/or groundwater is encountered during the removal of on-site debris or during excavation and/or grading activities, the construction contractor(s) shall stop work and immediately inform the EH&S. An on-site assessment shall be conducted to determine if the discovered materials pose a significant risk to the public or construction workers. If the materials are determined to pose such a risk, a remediation plan shall be prepared and submitted to the EH&S to comply with all federal and State regulations necessary to clean and/or remove the contaminated soil and/or groundwater. Soil remediation methods could include, but are not necessarily limited to, excavation and on-site treatment, excavation and off-site treatment or disposal, and/or treatment without excavation. Remediation alternatives for cleanup of contaminated groundwater could include, but are not necessarily limited to, on-site treatment, extraction and off-site treatment, and/or disposal. The construction schedule shall be modified or delayed to ensure that construction will not expose the public or construction workers to significant risks associated with hazardous conditions.	During project grading and construction.	Environment, Health and Safety/ Capital Programs/ Project Manager

Table IV-1 University of California, Los Angeles 2002 Long Range Development Plan Mitigation Monitoring and Reporting Program

Number	Mitigation Measures	Mitigation Timing	Mitigation Responsibility
LRDP PP 4.6-8	(a) To the extent feasible, the campus shall maintain at least one unobstructed lane in both directions on campus roadways. At any time only a single lane is available, the campus shall provide a temporary traffic signal, carriers (i.e., flagpersons), or other appropriate traffic controls to allow travel in both directions. If construction activities require the complete closure of a roadway segment, the campus shall provide appropriate signage indicating alternative routes. <i>(This is identical to Traffic/Transportation PP 4.13-6.)</i>	During project grading and construction	Transportation Services/ Capital Programs/ Project Manager
	(b) To ensure adequate access for emergency vehicles when construction projects would result in temporary lane or roadway closures, UCLA shall consult with the UCPD, EH&S, and the LAFD to disclose temporary lane or roadway closures and alternative travel routes. <i>(This is identical to Traffic/Transportation PP 4.13-9.)</i>	During project grading and construction	Transportation Services/ Capital Programs/ Project Manager
4.7 HYDROLOGY AND WATER QUALITY			
LRDP PP 4.7-5	Project design shall include measures to upgrade and expand campus storm drain capacity where necessary. Design of future projects will include measures to reduce runoff, including the provision of permeable landscaped areas adjacent to structures to absorb runoff and the use of pervious or semi-pervious paving materials.	During project design	Campus Architect/ Capital Programs/ Project Manager
4.8 LAND USE AND PLANNING			
LRDP PP 4.8-1	(a) The design process shall evaluate and incorporate, where appropriate, factors including, but not necessarily limited to, building mass and form, building proportion, roof profile, architectural detail and fenestration, the texture, color, and quality of building materials, focal views, pedestrian and vehicular circulation and access, and the landscape setting to ensure preservation and enhancement of the visual character and quality of the campus and the surrounding area. Landscaped open space (including plazas, courts, gardens, walkways, and recreational areas) shall be integrated with development to encourage use through placement and design. <i>(This is identical to Aesthetics PP 4.1-1(a).)</i>	During project design	Capital Programs/ Campus Architect
	(b) Development of the southern edge of the main campus shall be designed to enhance the campus interface with Westwood Village. <i>(This is identical to Aesthetics PP 4.1-2(c).)</i>	During project design	Capital Programs/ Campus Architect
	(c) The western, northern, and eastern edges of the main campus shall include a landscaped buffer to complement the residential uses of the surrounding community and to provide an attractive perimeter that effectively screens and enhances future development. <i>(This is identical to Aesthetics PP 4.1-2(e).)</i>	Ongoing	Capital Programs

Table IV-1 University of California, Los Angeles 2002 Long Range Development Plan Mitigation Monitoring and Reporting Program

Number	Mitigation Measures	Mitigation Timing	Mitigation Responsibility
	(d) The existing recreational fields in the Central zone of campus shall be maintained and will continue to provide a buffer between campus development and the residential uses north of Sunset Boulevard.	Ongoing	Facilities Management/ Capital Programs
	(e) Infill development of the campus shall be continued, which reduces vehicle miles traveled and energy consumption.	During project design	Capital Programs
	(f) The architectural and landscape traditions that give the campus its unique character shall be respected and reinforced. <i>(This is identical to Aesthetics PP 4.1-2(b).)</i>	During project design	Capital Programs
	(g) The integrity of the campus historic core shall be maintained. <i>(This is identical to Aesthetics PP 4.1-1(d) and Cultural Resources PP 4.4-1(b).)</i>	Ongoing	Capital Programs
	(h) New building projects shall be sited to ensure compatibility with existing uses and the height and massing of adjacent facilities. <i>(This is identical to Aesthetics PP 4.1-1(c).)</i>	During project design	Capital Programs/ Campus Architect
	(i) Facilities shall be sited and designed to enhance spatial development of the campus while maximizing use of limited land resources.	During project design	Capital Programs/ Campus Architect
	All relevant 2002 LRDP MMs and PPs that ensure consistency with applicable land use plans, policies, or regulations shall be applied during the LRDP planning horizon.	See applicable MMs and PPs.	See applicable MMs and PPs.

4.9 NOISE AND VIBRATION

LRDP PP 4.9-1	The campus shall continue to evaluate ambient noise conditions when placing new student housing near regular sources of noise such as roadways and stationary equipment and design the new buildings to ensure that interior noise levels would be less than 45 dBA CNEL.	During project design	Capital Programs/ Campus Architect
LRDP PP 4.9-2	The campus shall continue to notify research facilities located near approved construction sites of the planned schedule of vibration causing activities so that the researchers can take necessary precautionary measures to avoid negative effects to their research.	During project grading and construction	Capital Programs/ Project Manager
LRDP PP 4.9-5	(a) The campus shall continue to provide on-campus housing to continue the evolution of UCLA from a commuter to a residential campus. <i>(This is identical to Air Quality PP 4.2-1(a) and Transportation/Traffic PP 4.13-1(c).)</i>	Ongoing	Housing Administration

Table IV-1 University of California, Los Angeles 2002 Long Range Development Plan Mitigation Monitoring and Reporting Program

Number	Mitigation Measures	Mitigation Timing	Mitigation Responsibility
	(b) The campus shall continue to implement a TDM program that meets or exceeds all trip reduction and AVR requirements of the SCAQMD. The TDM program may be subject to modification as new technologies are developed or alternate program elements are found to be more effective. <i>(This is identical to Air Quality PP 4.2-1(b) and Transportation/Traffic PP 4.13-1(d).)</i>	Ongoing	Transportation Services
LRDP PP 4.9-7	(a) The campus shall continue to shield all new stationary sources of noise that would be located in close proximity to noise-sensitive buildings and uses. (b) The campus shall continue to provide a landscaped buffer along the western, northern, and eastern edges of the main campus in order to maximize the distance between the roadways and new buildings and provide an acoustically soft environment. At a minimum, this environment can be provided by planting grass and other low landscaping.	During project design During project design	Capital Programs/ Campus Architect Capital Programs/ Campus Architect
LRDP PP 4.9-8	(a) To the extent feasible, construction activities shall be limited to 7:00 A.M. to 9:00 P.M. Monday through Friday, 8:00 A.M. to 6:00 P.M. on Saturday, and no construction on Sunday and national holidays, as appropriate, in order to minimize disruption to area residences surrounding the campus and to on-campus uses that are sensitive to noise. (b) The campus shall continue to require by contract specifications that construction equipment be required to be muffled or otherwise shielded. Contracts shall specify that engine-driven equipment be fitted with appropriate mufflers. (c) The campus shall continue to require that stationary construction equipment material and vehicle staging be placed to direct noise away from sensitive receptors. (d) The campus shall continue to conduct regular meetings with on-campus constituents to provide advance notice of construction activities in order to coordinate these activities with the academic calendar, scheduled events, and other situations, as needed.	During project grading and construction Prior to and during project grading and construction During project grading and construction Prior to and during project grading and construction	Capital Programs/ Project Manager Capital Programs/ Project Manager Capital Programs/ Project Manager Capital Programs/ Project Manager
LRDP PP 4.9-9	The campus shall continue to conduct regular meetings, as needed, with off-campus constituents that are affected by campus construction to provide advance notice of construction activities and ensure that the mutual needs of the particular construction project and of those impacted by construction noise are met, to the extent feasible.	Prior to and during project grading and construction.	Capital Programs/ Project Manager/ Local Government and Community Relations

Table IV-1 University of California, Los Angeles 2002 Long Range Development Plan Mitigation Monitoring and Reporting Program

<i>Number</i>	<i>Mitigation Measures</i>	<i>Mitigation Timing</i>	<i>Mitigation Responsibility</i>
LRDP MM 4.9-6	The TDM program will be extended through the student registration process to provide information concerning alternative transportation options to summer session students to increase awareness of, and participation in, alternative transportation programs during the summer session. <i>(This is identical to Air Quality MM 4.2-4 and Transportation/Traffic MM 4.13-2(a).)</i>	Ongoing	Transportation Services
4.10 POPULATION AND HOUSING			
	None required.		
4.11 PUBLIC SERVICES			
LRDP PP 4.11-1	Fire alarm connections to the University Police Command Center shall continue to be provided in all new and renovated buildings to provide immediate location information to the Los Angeles Fire Department to reduce response times in emergency situations.	During project design.	Capital Programs/ Campus Architect/ Community Safety
LRDP PP 4.11-2	(a) Police staffing levels and equipment needs shall continue to be assessed on an ongoing basis as individual development projects are proposed and on an annual basis during the campus budgeting process to ensure that the appropriate service levels will be maintained to protect an increased campus population and an increased level of development. (b) Annual meetings shall continue to be attended by the Director of UCLA Housing and the UCPD to evaluate the adequacy of police protection service for University-owned housing, assess institutional priorities and budgetary requirements, and identify and implement appropriate actions to ensure the continued adequacy of police protection services for resident students. All relevant LRDP MMs and PPs shall be applied during construction activities.	Ongoing/during project design Ongoing See applicable MMs and PPs.	Capital Programs/ Community Safety Community Safety/ Housing Administration See applicable MMs and PPs.
4.12 RECREATION			
LRDP PP 4.12-1	(a) The campus shall continue to provide, operate, and maintain recreational facilities for students, faculty, and staff on campus. (b) The campus shall continue to integrate landscaped open space (including plazas, courts, gardens, walkways, and recreational areas) with development to encourage use through placement and design.	Ongoing/during project design During project design	Facilities Management/ Capital Programs Campus Architect

Table IV-1 University of California, Los Angeles 2002 Long Range Development Plan Mitigation Monitoring and Reporting Program

Number	Mitigation Measures	Mitigation Timing	Mitigation Responsibility
4.13 TRANSPORTATION/TRAFFIC			
LRDP PP 4.13-1	(a) The campus shall continue to maintain the 1990 LRDP vehicle trip cap of 139,500 average daily trips.	Ongoing	Transportation Services
	(b) The campus shall continue to maintain the 1990 LRDP parking cap of 25,169 spaces.	Ongoing	Transportation Services
	(c) The campus shall continue to provide on-campus housing to continue the evolution of UCLA from a commuter to a residential campus. <i>(This is identical to Air Quality PP 4.2-1(a) and Noise and Vibration PP 4.9-5(a).)</i>	Ongoing	Capital Programs/ Housing Administration
	(d) The campus shall continue to implement a TDM program that meets or exceeds all trip reduction and AVR requirements of the SCAQMD. The TDM program may be subject to modification as new technologies are developed or alternate program elements are found to be more effective. <i>(This is identical to Air Quality PP 4.2-1(b) and Noise and Vibration PP 4.9-5(b).)</i>	Ongoing	Transportation Services
LRDP PP 4.13-3	UCLA Capital Programs will assess construction schedules of major projects to determine the potential for overlapping construction activities to result in periods of heavy construction vehicle traffic on individual roadway segments, and adjust construction schedules, work hours, or access routes to the extent feasible to reduce construction-related traffic congestion.	Prior to and during project construction	Capital Programs
LRDP PP 4.13-6	To the extent feasible, the campus shall maintain at least one unobstructed lane in both directions on campus roadways. At any time only a single lane is available, the campus shall provide a temporary traffic signal, carriers (i.e., flag-persons), or other appropriate traffic controls to allow travel in both directions. If construction activities require the complete closure of a roadway segment, the campus shall provide appropriate signage indicating alternative routes. <i>(This is identical to Hazards and Hazardous Materials PP 4.6-8(a).)</i>	During project grading and construction	Capital Programs/ Project Manager/ Transportation Services
LRDP PP 4.13-7	For any construction-related closure of pedestrian routes, the campus shall provide appropriate signage indicating alternative routes, and provide curb cuts and streets crossings to assure alternative routes are accessible.	During project grading and construction	Capital Programs/ Project Manager
LRDP PP 4.13-9	To ensure adequate access for emergency vehicles when construction projects would result in temporary lane or roadway closures, UCLA shall consult with the UCPD, EH&S, and the LAFD to disclose temporary lane or roadway closures and alternative travel routes. <i>(This is identical to Hazards and Hazardous Materials PP 4.6-8(b).)</i>	During project grading and construction	Capital Programs/ Project Manager/ Transportation Services
LRDP MM 4.13-0	The campus shall develop a bicycle long range plan.	Ongoing	Transportation Services

Table IV-1 University of California, Los Angeles 2002 Long Range Development Plan Mitigation Monitoring and Reporting Program

Number	Mitigation Measures	Mitigation Timing	Mitigation Responsibility
LRDP MM 4.13-1	The campus shall provide fair share funding to the City of Los Angeles for installation of ATCS at the intersection of Montana Avenue/Gayley Avenue and Veteran Avenue.	Dependant upon project specific proposals	Transportation Services
LRDP MM 4.13-2	<p>(a) The TDM program will be extended through the student registration process to provide information concerning alternative transportation options to summer session students to increase awareness of, and participation in, alternative transportation programs during the summer session. (This is identical to Air Quality MM 4.2-4 and Noise and Vibration MM 4.9-6.)</p> <p>(b) The campus shall provide fair share funding to the City of Los Angeles for installation of ATCS at the intersection of Montana Avenue and Sepulveda Boulevard.</p> <p>(c) The campus shall provide fair share funding to the City of Los Angeles for installation of ATCS at the intersection of Strathmore Place and Gayley Avenue.</p> <p>(d) The campus shall provide fair share funding to the City of Los Angeles for installation of ATCS at the intersection of Weyburn Avenue and Gayley Avenue.</p> <p>(e) The campus shall provide fair share funding to the City of Los Angeles for installation of ATCS at the intersection of Kinross Avenue and Westwood Boulevard.</p> <p>(f) The campus shall provide fair share funding to the City of Los Angeles for installation of ATCS at the intersection of Wilshire Boulevard and San Vicente Boulevard.</p> <p>(g) The campus provide fair share funding to the City of Los Angeles for installation of ATCS at the intersection of Wilshire Boulevard and Gayley Avenue.</p> <p>(h) The campus shall provide fair share funding to the City of Los Angeles for restriping of Malcolm Avenue at the intersection of Wilshire Boulevard to provide dedicated northbound and southbound right-turn lanes.</p> <p>(i) The campus shall provide fair share funding to the City of Los Angeles for installation of ATCS at the intersection of Wilshire Boulevard and Beverly Glen Boulevard.</p> <p>(j) The campus shall provide fair share funding to the City of Los Angeles for installation of ATCS at the intersection of Ohio Avenue and Sepulveda Boulevard.</p>	<p>Ongoing</p> <p>Dependant upon project specific proposals</p> <p>Dependant upon project specific proposals</p> <p>Dependant upon project specific proposals</p> <p>Dependant upon project specific proposals</p> <p>Dependant upon project specific proposals</p> <p>Dependant upon project specific proposals</p> <p>Dependant upon project specific proposals</p> <p>Dependant upon project specific proposals</p> <p>Dependant upon project specific proposals</p>	<p>Transportation Services</p> <p>Transportation Services</p> <p>Transportation Services</p> <p>Transportation Services</p> <p>Transportation Services</p> <p>Transportation Services</p> <p>Transportation Services</p> <p>Transportation Services</p> <p>Transportation Services</p>

Table IV-1 University of California, Los Angeles 2002 Long Range Development Plan Mitigation Monitoring and Reporting Program

<i>Number</i>	<i>Mitigation Measures</i>	<i>Mitigation Timing</i>	<i>Mitigation Responsibility</i>
	<p>(k) The campus shall provide fair share funding to the City of Los Angeles for installation of ATCS at the intersection of Ohio Avenue and Veteran Avenue.</p> <p>(l) If the City of Los Angeles elects not to install ATCS at the intersection of Ohio Avenue and Veteran Avenue, the campus shall provide fair share funding to the City of Los Angeles for restriping of Veteran Avenue at the intersection of Ohio Avenue to provide dedicated northbound and southbound right-turn lanes.</p> <p>(m) The campus shall provide fair share funding to the City of Los Angeles for installation of ATCS at the intersection of Santa Monica Boulevard (North) and Veteran Avenue.</p> <p>(n) The campus shall provide fair share funding to the City of Los Angeles for installation of ATCS at the intersection of Santa Monica Boulevard (North) and Westwood Boulevard.</p> <p>(o) The campus shall provide fair share funding to the City of Los Angeles for installation of ATCS at the intersection of Beverly Glen Boulevard and Greendale Drive.</p> <p>(p) If the City of Los Angeles elects not to install ATCS at the intersection of Beverly Glen Boulevard and Greendale Drive, the campus shall provide fair share funding for restriping the west side of Beverly Glen Boulevard by the City of Los Angeles to provide dedicated southbound through and left-turn lanes.</p>	<p>Dependant upon project specific proposals</p> <p>Dependant upon project specific proposals</p> <p>Dependant upon project specific proposals</p> <p>Dependant upon project specific proposals</p> <p>Dependant upon project specific proposals</p> <p>Dependant upon project specific proposals</p>	<p>Transportation Services</p> <p>Transportation Services</p> <p>Transportation Services</p> <p>Transportation Services</p> <p>Transportation Services</p> <p>Transportation Services</p>
<p>LRDP MM 4.13-12</p>	<p>To the extent that construction worker parking demand exceeds historical levels or available supply, off-site construction worker parking shall be provided with shuttle service to the remote parking location.</p> <p>(a) The TDM program will be extended through the student registration process to provide information concerning alternative transportation options to summer session students increase awareness of, and participation in, alternative transportation programs during the summer session.</p>	<p>During project construction</p> <p>Ongoing</p>	<p>Capital Programs</p> <p>Transportation Services</p>
<p>LRDP PP 4.9-5</p>	<p>See Noise and Vibration, above.</p>		

Table IV-1 University of California, Los Angeles 2002 Long Range Development Plan Mitigation Monitoring and Reporting Program

Number	Mitigation Measures	Mitigation Timing	Mitigation Responsibility
4.14 UTILITIES AND SERVICE SYSTEMS			
LRDP PP 4.14-2	<p>(a) New facilities and renovations (except for patient care facilities in the Medical Center) shall be equipped with low-flow showers, toilets, and urinals.</p> <p>(b) Measures to reduce landscaping irrigation needs shall be used, such as automatic timing systems to apply irrigation water during times of the day when evaporation rates are low, installing drip irrigation systems, using mulch for landscaping, subscribing to the California Irrigation Management Information System Network for current information on weather and evaporation rates, and incorporating drought-resistant plants as appropriate.</p> <p>(c) The campus shall promptly detect and repair leaks in water and irrigation pipes.</p> <p>(d) The campus shall minimize the use of water to clean sidewalks, walkways, driveways, and parking areas.</p> <p>(e) The campus shall avoid serving water at UCLA food service facilities except upon request.</p> <p>(f) The campus shall provide ongoing water treatment programs for campus cooling equipment by adding biodegradable chemicals to achieve reductions in water usage.</p> <p>(g) The campus shall educate the campus community on the importance of water conservation measures.</p>	<p>During project design</p> <p>During project design</p> <p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p>	<p>Capital Programs</p> <p>Facilities Management</p> <p>Facilities Management</p> <p>Facilities Management</p> <p>Facilities Management</p> <p>Facilities Management</p>
LRDP PP 4.14-3	The campus shall continue to implement a solid waste reduction and recycling program designed to limit the total quantity of campus solid waste that is disposed of in landfills during the LRDP plan horizon.	Ongoing	Facilities Management
LRDP PP 4.14-6	As part of the design process for proposed projects, an evaluation of the on-campus sewer conveyance capacity shall be undertaken, and improvements provided if necessary in order to ensure that connections are adequate and capacity is available to accommodate estimated flows.	During project design	Capital Programs
LRDP PP 4.14-10	<p>The campus shall continue to implement energy conservation measures (such as energy-efficient lighting and microprocessor-controlled HVAC equipment) to reduce the demand for electricity and natural gas. The energy conservation measures may be subject to modification as new technologies are developed or if current technologies become obsolete through replacement. <i>(This is identical to Air Quality PP 4.2-3.)</i></p> <p>In addition, all relevant 2002 LRDP MMs and PPs shall be applied during construction activities.</p>	<p>Ongoing</p> <p>See applicable MMs and PPs.</p>	<p>Facilities Management</p> <p>See applicable MMs and PPs.</p>

Chapter V

UCLA NORTHWEST HOUSING INFILL PROJECT MITIGATION MONITORING AND REPORTING PROGRAM

A. INTRODUCTION

The California Environmental Quality Act (CEQA) requires the adoption of feasible mitigation measures to reduce the severity and magnitude of potentially significant environmental impacts associated with project development. The Final Environmental Impact Report (Final EIR) for the 2002 Long Range Development Plan (2002 LRDP), SCH No. 2002031115, dated February 2003, recommends that The Regents of the University of California adopt a range of mitigation measures (MMs) and continue campus programs, practices, and procedures (PPs) that will mitigate to the extent feasible the environmental effects that could result from the implementation of the LRDP including the Northwest Housing Infill Project (NHIP). In addition to the 2002 LRDP MMs and PPs applicable to the NHIP, an additional project specific measure is also included.

Monitoring of the implementation of adopted mitigation measures is required by Public Resources Code Section 21081.6. This document identifies MMs and PPs of the 2002 LRDP applicable to the NHIP, and describes the process whereby the MMs and PPs would be monitored following certification of the Final EIR and adoption of this Mitigation Monitoring and Reporting Program (MMRP) by The Regents.

B. PROJECT DESCRIPTION

This project involves the construction of infill housing within the existing residential area in the Northwest zone of campus, consisting of up to 2,000 beds, associated recreation facilities, and a 299-space parking structure. The project would total approximately 550,000 gross square feet (gsf) of net building space associated with the residential and recreational uses. The infill housing will be built among existing residence halls, accommodated in three nine story buildings at two locations, known as the Hedrick and Rieber Precincts. The project would also include renovation of the first-floor areas of Hedrick Hall, Rieber Hall, and Sproul Hall to provide sufficient space for expanded administrative, student service, and programming functions to accommodate the existing and anticipated residents of the Northwest zone.

Volume 2 of the 2002 LRPD Draft EIR also includes a proposed recreation facility and a replacement storage facility for facilities management. Planning for these two components has been deferred and will be considered separately in the future.

C. MITIGATION MONITORING AND REPORTING PROGRAM DESCRIPTION

1. Roles and Responsibilities

The Capital Programs project manager (PM) would be responsible for ensuring that design and construction contracts contain the relevant mitigation measures adopted in the 2002 LRDP Final EIR, and that mitigation measures are implemented during the design and construction phases of the project. Transportation Services will be responsible for monitoring compliance with measures related to transportation and parking.

In general, monitoring will consist of demonstrating that mitigation measures were implemented, and that the responsible units monitored the implementation of the measures. Monitoring will consist of determining whether

- Specific issues were considered in the design development phase
- Construction contracts included the specified provisions
- Certain actions occurred prior to construction
- The required measures were acknowledged and implemented during construction of the project

Any problems or concerns between monitors and construction personnel shall be addressed by the PM. The contractor shall prepare a construction schedule subject to review and approval by the PM. The PM and contractor shall meet weekly, in order to assess compliance and review future construction activities.

2. Implementation Procedures and Mitigation Timing

Three types of activities will require monitoring. The first type pertains to the review of the Conditions of Approval, as well as Construction Plans and Specifications. The second type relates to construction activities, and the third to ongoing monitoring activities during operation of the project.

Generally, the following milestones are used to identify timing for implementation of each mitigation measure, program, or procedure:

- Design: During project design
- Grading: Prior to and during project grading

- Construction: Prior to and during project construction
- Occupancy: Prior to project occupancy
- Ongoing: Periodically as part of campus operations

3. Monitoring and Reporting Program

The PM shall monitor all field activities. The authority and responsibilities of the PM are described above.

The mitigation measures and programs, practices, and procedures that are recommended to The Regents for adoption upon certification of the 2002 LRDP Final EIR form the remainder of this document. The required mitigation measures and programs, practices, and procedures are listed by impact area, with an identification of the campus unit or department responsible for implementation and determination of the type or timing of implementation for each mitigation measure and/or program and procedure.

A report will be prepared annually by Capital Programs, Environmental Planning to describe the implementation status of 2002 LRDP EIR mitigation measures, programs, practices, and procedures, and which will be expanded as needed to describe implementation of both the 2002 LRDP and the project-specific mitigation measures adopted for subsequent projects.

Table V-1 University of California, Los Angeles Northwest Housing Infill Project Mitigation Monitoring and Reporting Program

Number	Mitigation Measures	Mitigation Timing	Mitigation Responsibility
LRDP MM 4.1-3	(a) Design for specific projects shall provide for the use of textured nonreflective exterior surfaces and nonreflective glass.	During project design	Capital Programs/ Campus Architect
	(b) All outdoor lighting shall be directed to the specific location intended for illumination (e.g., roads, walkways, or recreation fields) to limit stray light spillover onto adjacent residential areas. In addition, all lighting shall be shielded to minimize the production of glare and light spill onto adjacent uses.	During project design	Capital Programs/ Campus Architect
	(c) Ingress and egress from parking areas shall be designed and situated so the vehicle headlights are shielded from adjacent uses. If necessary, walls or other light barriers will be provided.	During project design	Capital Programs/ Campus Architect
4.2 AIR QUALITY			
LRDP PP 4.2-1	(a) The campus shall continue to provide on-campus housing to continue the evolution of UCLA from a commuter to a residential campus. <i>(This is identical to Noise and Vibration PP 4.9-5(a) and Transportation/Traffic PP 4.13-1(c).)</i>	Ongoing	Housing Administration
	(b) The campus shall continue to implement a TDM program that meets or exceeds all trip reduction and AVR requirements of the SCAQMD. The TDM program may be subject to modification as new technologies are developed or alternative program elements are found to be more effective. <i>(This is identical to Noise and Vibration PP 4.9-5(b) and Transportation/Traffic PP 4.13-1(d).)</i>	Ongoing	Transportation Services

Table V-1 University of California, Los Angeles Northwest Housing Infill Project Mitigation Monitoring and Reporting Program

Number	Mitigation Measures	Mitigation Timing	Mitigation Responsibility
	(c) The campus shall continue to require by contract specifications that construction operations rely on the campus' existing electricity infrastructure rather than electrical generators powered by internal combustion engines to the extent feasible.	Prior to and during project construction	Capital Programs/ Project Manager
LRDP PP 4.2-3	The campus shall continue to implement energy conservation measures (such as energy-efficient lighting and microprocessor-controlled HVAC equipment) to reduce the demand for electricity and natural gas. The energy conservation measures may be subject to modification as new technologies are developed or if current technologies become obsolete through replacement. <i>(This is identical to Utilities and Service Systems PP 4.14-10.)</i>	Ongoing	Facilities Management
LRDP MM 4.2-2	(a) The campus shall require by contract specifications that construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than five minutes. (b) The campus shall encourage contractors to utilize alternative fuel construction equipment (i.e., compressed natural gas, liquid petroleum gas, and unleaded gasoline) and low-emission diesel construction equipment to the extent that the equipment is readily available and cost effective.	Prior to and during project construction During project construction	Capital Programs/ Project Manager Capital Programs/ Project Manager
LRDP MM 4.2-4	The TDM program will be extended through the student registration process to provide information concerning alternative transportation options to summer session students to increase awareness of, and participation in, alternative transportation programs during the summer session. <i>(This is identical to Noise and Vibration MM 4.9-6 and Transportation/Traffic MM 4.13-2(a).)</i>	Ongoing	Transportation Services

4.3 BIOLOGICAL RESOURCES

LRDP PP 4.3-1	(a) Mature trees to be retained and protected in place during construction, shall be fenced at the drip-line, and maintained by the contractor in accordance with landscape specifications contained in the construction contract. (b) Trees shall be examined by an arborist and trimmed, if appropriate, prior to the start of construction. (c) Construction contract specifications shall include the provision for temporary irrigation/watering and feeding of these trees during construction, as recommended by the designated arborist.	During project grading and construction Prior to project construction Prior to and during project construction	Capital Programs/ Project Manager Capital Programs/ Project Manager Capital Programs/ Project Manager
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Table V-1 University of California, Los Angeles Northwest Housing Infill Project Mitigation Monitoring and Reporting Program

Number	Mitigation Measures	Mitigation Timing	Mitigation Responsibility
	<p>(d) Construction contract specifications shall require that no building materials, parked equipment, or vehicles shall be stored within the fence line.</p> <p>(e) Examination of these trees by an arborist shall be performed monthly during construction to ensure that they are being adequately maintained.</p>	<p>Prior to and during project construction</p> <p>During project construction</p>	<p>Capital Programs/ Project Manager</p> <p>Capital Programs/ Project Manager</p>
<p>LRDP MM 4.3-1</p>	<p>(a) Prior to onset of construction activities that occur between March and mid-August, surveys for nesting special status avian species and raptors shall be conducted on the affected portion of the campus following USFWS and/or CDFG guidelines. If no active avian nests are identified on or within 250 feet of the construction site, no further mitigation is necessary.</p> <p>(b) If active nests for avian species of concern or raptor nests are found within the construction footprint or a 250-buffer zone, exterior construction activities shall be delayed within the construction footprint and buffer zone until the young have fledged or appropriate mitigation measures responding to the specific situation have been developed and implemented in consultation with CDFG.</p> <p>(c) In conjunction with CEQA documentation required for each project proposal under the 2002 LRDP, a tree replacement plan shall be prepared and implemented. The tree replacement plan for each project shall determine the appropriate number of replacement trees in relation to the specific project site characteristics. The tree replacement plan would ensure that the appropriate number of new trees is planted within the available site area so that each tree planted has sufficient space to grow and thrive. <i>(This is identical to Aesthetics MM 4.1-2.)</i></p>	<p>Prior to project construction</p> <p>Prior to project construction</p> <p>During project design</p>	<p>Capital Programs/ Project Manager</p> <p>Capital Programs/ Project Manager</p> <p>Capital Programs/ Campus Architect/ Project Manager</p>
4.4 CULTURAL RESOURCES			
<p>LRDP PP 4.4-5</p>	<p>In the event of the discovery of a burial, human bone, or suspected human bone, all excavation or grading in the vicinity of the find shall halt immediately, the area of the find shall be protected, and the University immediately shall notify the Los Angeles County Coroner of the find and comply with the provisions of P.R.C. Section 5097 with respect to Native American involvement, burial treatment, and re-burial, if necessary.</p>	<p>During project grading and construction</p>	<p>Capital Programs/ Project Manager</p>

Table V-1 University of California, Los Angeles Northwest Housing Infill Project Mitigation Monitoring and Reporting Program

Number	Mitigation Measures	Mitigation Timing	Mitigation Responsibility
4.6 HAZARDS AND HAZARDOUS MATERIALS			
LRDP PP 4.6-1	The campus shall continue to implement the same (or equivalent) health and safety plans, programs, practices, and procedures related to the use, storage, disposal, or transportation of hazardous materials during the 2002 LRDP planning horizon, including, but not necessarily limited to, the Business Plan, Hazardous Materials Management Program, Hazard Communication Program, Injury and Illness Prevention Program, Chemical Exposure Monitoring Program, Asbestos Management Program, Respiratory Protection Program, Risk Management Prevention Plan for the use and storage of ammonia in the ESF, EH&S procedures for decommissioning and demolishing buildings that may contain hazardous materials, and the Broadscope Radioactive Materials License. These programs may be subject to modification as more stringent standards are developed or if the programs become obsolete through replacement by other programs that incorporate similar health and safety protection measures.	Ongoing	Environment, Health and Safety
LRDP PP 4.6-4	While not expected occur on-campus, if contaminated soil and/or groundwater is encountered during the removal of on-site debris or during excavation and/or grading activities, the construction contractor(s) shall stop work and immediately inform the EH&S. An on-site assessment shall be conducted to determine if the discovered materials pose a significant risk to the public or construction workers. If the materials are determined to pose such a risk, a remediation plan shall be prepared and submitted to the EH&S to comply with all federal and State regulations necessary to clean and/or remove the contaminated soil and/or groundwater. Soil remediation methods could include, but are not necessarily limited to, excavation and on-site treatment, excavation and off-site treatment or disposal, and/or treatment without excavation. Remediation alternatives for cleanup of contaminated groundwater could include, but are not necessarily limited to, on-site treatment, extraction and off-site treatment, and/or disposal. The construction schedule shall be modified or delayed to ensure that construction will not expose the public or construction workers to significant risks associated with hazardous conditions.	During project grading and construction	Environment, Health and Safety/ Capital Programs/ Project Manager

Table V-1 University of California, Los Angeles Northwest Housing Infill Project Mitigation Monitoring and Reporting Program

Number	Mitigation Measures	Mitigation Timing	Mitigation Responsibility
LRDP PP 4.6-8	<p>(a) To the extent feasible, the campus shall maintain at least one unobstructed lane in both directions on campus roadways. At any time only a single lane is available, the campus shall provide a temporary traffic signal, carriers (i.e., flagpersons), or other appropriate traffic controls to allow travel in both directions. If construction activities require the complete closure of a roadway segment, the campus shall provide appropriate signage indicating alternative routes. <i>(This is identical to Traffic/Transportation PP 4.13-6.)</i></p> <p>(b) To ensure adequate access for emergency vehicles when construction projects would result in temporary lane or roadway closures, UCLA shall consult with the UCPD, EH&S, and the LAFD to disclose temporary lane or roadway closures and alternative travel routes. <i>(This is identical to Traffic/Transportation PP 4.13-9.)</i></p>	<p>During project grading and construction</p> <p>During project grading and construction</p>	<p>Transportation Services/ Capital Programs/ Project Manager</p> <p>Transportation Services/ Capital Programs/ Project Manager</p>
4.7 HYDROLOGY AND WATER QUALITY			
LRDP PP 4.7-5	Project design shall include measures to upgrade and expand campus storm drain capacity where necessary. Design of future projects will include measures to reduce runoff, including the provision of permeable landscaped areas adjacent to structures to absorb runoff and the use of pervious or semi-pervious paving materials.	During project design	Capital Programs/ Campus Architect
LRDP PP 4.1-2(d)	See Aesthetics, above.		
4.8 LAND USE AND PLANNING			
LRDP PP 4.8-1	<p>(a) The design process shall evaluate and incorporate, where appropriate, factors including, but not necessarily limited to, building mass and form, building proportion, roof profile, architectural detail and fenestration, the texture, color, and quality of building materials, focal views, pedestrian and vehicular circulation and access, and the landscape setting to ensure preservation and enhancement of the visual character and quality of the campus and the surrounding area. Landscaped open space (including plazas, courts, gardens, walkways, and recreational areas) shall be integrated with development to encourage use through placement and design. <i>(This is identical to Aesthetics PP 4.1-1(a).)</i></p> <p>(c) The western, northern, and eastern edges of the main campus shall include a landscaped buffer to complement the residential uses of the surrounding community and to provide an attractive perimeter that effectively screens and enhances future development. <i>(This is identical to Aesthetics PP 4.1-2(e).)</i></p>	<p>During project design</p> <p>Ongoing</p>	<p>Capital Programs/ Campus Architect</p> <p>Capital Programs</p>

Table V-1 University of California, Los Angeles Northwest Housing Infill Project Mitigation Monitoring and Reporting Program

Number	Mitigation Measures	Mitigation Timing	Mitigation Responsibility
	<p>(f) The architectural and landscape traditions that give the campus its unique character shall be respected and reinforced. <i>(This is identical to Aesthetics PP 4.1-2(b).)</i></p> <p>(h) New building projects shall be sited to ensure compatibility with existing uses and the height and massing of adjacent facilities. <i>(This is identical to Aesthetics PP 4.1-1(c).)</i></p> <p>(i) Facilities shall be sited and designed to enhance spatial development of the campus while maximizing use of limited land resources.</p>	<p>During project design</p> <p>During project design</p> <p>During project design</p>	<p>Capital Programs</p> <p>Capital Programs/ Campus Architect</p> <p>Capital Programs/ Campus Architect</p>
LRDP MM 4.3-1(c)	<p>See Biological Resources, above.</p> <p>All relevant 2002 LRDP MMs and PPs that ensure consistency with applicable land use plans, policies, or regulations shall be applied during the LRDP planning horizon.</p>	See applicable MMs and PPs.	See applicable MMs and PPs.

4.9 NOISE AND VIBRATION

NHIP MM 4.9-3	The campus shall notify on-campus residential and administrative users in the Northwest zone when construction activities that could produce excessive groundborne vibration (such as the use of large bulldozers and loaded trucks) are anticipated to occur within 50 feet of the residence halls.	During project grading and construction	Project Manager
LRDP PP 4.9-1	The campus shall continue to evaluate ambient noise conditions when placing new student housing near regular sources of noise such as roadways and stationary equipment and design the new buildings to ensure that interior noise levels would be less than 45 dBA CNEL.	During design of project	Capital Programs/ Campus Architect
LRDP PP 4.9-5	<p>(a) The campus shall continue to provide on-campus housing to continue the evolution of UCLA from a commuter to a residential campus. <i>(This is identical to Air Quality PP 4.2-1(a) and Transportation/Traffic PP 4.13-1(c).)</i></p> <p>(b) The campus shall continue to implement a TDM program that meets or exceeds all trip reduction and AVR requirements of the SCAQMD. The TDM program may be subject to modification as new technologies are developed or alternate program elements are found to be more effective. <i>(This is identical to Air Quality PP 4.2-1(b) and Transportation/Traffic PP 4.13-1(d).)</i></p>	<p>Ongoing</p> <p>Ongoing</p>	<p>Housing Administration</p> <p>Transportation Services</p>
LRDP PP 4.9-7	(a) The campus shall continue to shield all new stationary sources of noise that would be located in close proximity to noise-sensitive buildings and uses.	During project design	Capital Programs/ Campus Architect

Table V-1 University of California, Los Angeles Northwest Housing Infill Project Mitigation Monitoring and Reporting Program

Number	Mitigation Measures	Mitigation Timing	Mitigation Responsibility
	(b) The campus shall continue to provide a landscaped buffer along the western, northern, and eastern edges of the main campus in order to maximize the distance between the roadways and new buildings and provide an acoustically soft environment. At a minimum, this environment can be provided by planting grass and other low landscaping.	During project design	Capital Programs/ Campus Architect
LRDP PP 4.9-8	<p>(a) To the extent feasible, construction activities shall be limited to 7:00 A.M. to 9:00 P.M. Monday through Friday, 8:00 A.M. to 6:00 P.M. on Saturday, and no construction on Sunday and national holidays, as appropriate, in order to minimize disruption to area residences surrounding the campus and to on-campus uses that are sensitive to noise.</p> <p>(b) The campus shall continue to require by contract specifications that construction equipment be required to be muffled or otherwise shielded. Contracts shall specify that engine-driven equipment be fitted with appropriate mufflers.</p> <p>(c) The campus shall continue to require that stationary construction equipment material and vehicle staging be placed to direct noise away from sensitive receptors.</p> <p>(d) The campus shall continue to conduct regular meetings with on-campus constituents to provide advance notice of construction activities in order to coordinate these activities with the academic calendar, scheduled events, and other situations, as needed.</p>	<p>During project grading and construction</p> <p>Prior to and during project grading and construction</p> <p>During project grading and construction</p> <p>Prior to and during project grading and construction</p>	<p>Capital Programs/ Project Manager</p> <p>Capital Programs/ Project Manager</p> <p>Capital Programs/ Project Manager</p> <p>Capital Programs/ Project Manager</p>
LRDP PP 4.9-9	The campus shall continue to conduct regular meetings, as needed, with off-campus constituents that are affected by campus construction to provide advance notice of construction activities and ensure that the mutual needs of the particular construction project and of those impacted by construction noise are met, to the extent feasible.	Prior to and during project grading and construction	Capital Programs/ Project Manager/ Local Government and Community Relations
LRDP MM 4.9-6	The TDM program will be extended through the student registration process to provide information concerning alternative transportation options to summer session students to increase awareness of, and participation in, alternative transportation programs during the summer session. <i>(This is identical to Air Quality MM 4.2-4 and Transportation/Traffic MM 4.13-2(a).)</i>	Ongoing	Transportation Services
4.10 POPULATION AND HOUSING			
	None required.		

Table V-1 University of California, Los Angeles Northwest Housing Infill Project Mitigation Monitoring and Reporting Program

Number	Mitigation Measures	Mitigation Timing	Mitigation Responsibility
4.11 PUBLIC SERVICES			
LRDP PP 4.11-1	Fire alarm connections to the University Police Command Center shall continue to be provided in all new and renovated buildings to provide immediate location information to the Los Angeles Fire Department to reduce response times in emergency situations.	During project design	Capital Programs/ Campus Architect/ Community Safety
LRDP PP 4.11-2	(a) Police staffing levels and equipment needs shall continue to be assessed on an ongoing basis as individual development projects are proposed and on an annual basis during the campus budgeting process to ensure that the appropriate service levels will be maintained to protect an increased campus population and an increased level of development. (b) Annual meetings shall continue to be attended by the Director UCLA Housing and the UCPD to evaluate the adequacy of police protection service for University-owned housing, assess institutional priorities and budgetary requirements, and identify and implement appropriate actions to ensure the continued adequacy of police protection services for resident students.	Ongoing/During project design Ongoing	Capital Programs/ Community Safety Community Safety/ Housing Administration
4.12 RECREATION			
LRDP PP 4.12-1	(a) The campus shall continue to provide, operate, and maintain recreational facilities for students, faculty, and staff on campus. (b) The campus shall continue to integrate landscaped open space (including plazas, courts, gardens, walkways, and recreational areas) with development to encourage use through placement and design.	Ongoing/During project design During project design	Facilities Management/ Capital Programs Campus Architect
4.13 TRANSPORTATION/TRAFFIC			
LRDP PP 4.13-1	(a) The campus shall continue to maintain the 1990 LRDP vehicle trip cap of 139,500 average daily trips. (b) The campus shall continue to maintain the 1990 LRDP parking cap of 25,169 spaces. (c) The campus shall continue to provide on-campus housing to continue the evolution of UCLA from a commuter to a residential campus. <i>(This is identical to Air Quality PP 4.2-1(a) and Noise and Vibration PP 4.9-5(a).)</i>	Ongoing Ongoing Ongoing	Transportation Services Transportation Services Capital Programs/ Housing Administration

Table V-1 University of California, Los Angeles Northwest Housing Infill Project Mitigation Monitoring and Reporting Program

Number	Mitigation Measures	Mitigation Timing	Mitigation Responsibility
	(d) The campus shall continue to implement a TDM program that meets or exceeds all trip reduction and AVR requirements of the SCAQMD. The TDM program may be subject to modification as new technologies are developed or alternate program elements are found to be more effective. <i>(This is identical to Air Quality PP 4.2-1(b) and Noise and Vibration 4.9-5(b).)</i>	Ongoing	Transportation Services
LRDP PP 4.13-3	UCLA Capital Programs will assess construction schedules of major projects to determine the potential for overlapping construction activities to result in periods of heavy construction vehicle traffic on individual roadway segments, and adjust construction schedules, work hours, or access routes to the extent feasible to reduce construction-related traffic congestion.	Prior to and during project construction	Capital Programs
LRDP PP 4.13-6	To the extent feasible, the campus shall maintain at least one unobstructed lane in both directions on campus roadways. At any time only a single lane in available, the campus shall provide a temporary traffic signal, carriers (i.e., flagpersons), or other appropriate traffic controls to allow travel in both directions. If construction activities require the complete closure of a roadway segment, the campus shall provide appropriate signage indicating alternative routes. <i>(This identical to Hazards and Hazardous Materials PP 4.6-8(a).)</i>	During project grading and construction	Capital Programs/ Project Manager/ Transportation Services
LRDP PP 4.13-7	For any construction-related closure of pedestrian routes, the campus shall provide appropriate signage indicating alternative routes, and provide curb cuts and streets crossings to assure alternative routes are accessible.	During project grading and construction	Capital Programs/ Project Manager
LRDP PP 4.13-9	To ensure adequate access for emergency vehicles when construction projects would result in temporary lane or roadway closures, UCLA shall consult with the UCPD, EH&S, and the LAFD to disclose temporary lane or roadway closures and alternative travel routes. <i>(This is identical to Hazards and Hazardous Materials PP 4.6-8(b).)</i>	During project grading and construction	Capital Programs/ Project Manager/ Transportation Services
LRDP MM 4.13-0	The campus shall develop a bicycle long range plan.	Ongoing	Transportation Services
LRDP MM 4.13-1	The campus shall provide fair share funding to the City of Los Angeles for installation of ATCS at the intersection of Montana Avenue/Gayley Avenue and Veteran Avenue.	Prior to project occupancy	Transportation Services

Table V-1 University of California, Los Angeles Northwest Housing Infill Project Mitigation Monitoring and Reporting Program

Number	Mitigation Measures	Mitigation Timing	Mitigation Responsibility
LRDP MM 4.13-2	<p>(a) The TDM program will be extended through the student registration process to provide information concerning alternative transportation options to summer session students to increase awareness of, and participation in, alternative transportation programs during the summer session. <i>(This is identical to Air Quality MM 4.2-4 and Noise and Vibration MM 4.9-6.)</i></p> <p>(c) The campus shall provide fair share funding to the City of Los Angeles for installation of ATCS at the intersection of Strathmore Place and Gayley Avenue.</p>	<p>Ongoing</p> <p>Prior to project occupancy</p>	<p>Transportation Services</p> <p>Transportation Services</p>
LRDP MM 4.13-12	<p>To the extent that construction worker parking demand exceeds historical levels or available supply, off-site construction worker parking shall be provided with shuttle service to the remote parking location.</p> <p>(a) The TDM program will be extended through the student registration process to provide information concerning alternative transportation options to summer session students increase awareness of, and participation in, alternative transportation programs during the summer session.</p>	<p>During project construction</p> <p>Ongoing</p>	<p>Capital Programs</p> <p>Transportation Services</p>
LRDP PP 4.9-5	See Noise and Vibration, above.		
4.14 UTILITIES AND SERVICE SYSTEMS			
LRDP PP 4.14-2	<p>(a) New facilities and renovations (except for patient care facilities in the Medical Center) shall be equipped with low-flow showers, toilets, and urinals.</p> <p>(b) Measures to reduce landscaping irrigation needs shall be used, such as automatic timing systems to apply irrigation water during times of the day when evaporation rates are low, installing drip irrigation systems, using mulch for landscaping, subscribing to the California Irrigation Management Information System Network for current information on weather and evaporation rates, and incorporating drought-resistant plants as appropriate.</p> <p>(c) The campus shall promptly detect and repair leaks in water and irrigation pipes.</p> <p>(d) The campus shall minimize the use of water to clean sidewalks, walkways, driveways, and parking areas.</p> <p>(e) The campus shall avoid serving water at UCLA food service facilities except upon request.</p> <p>(f) The campus shall provide ongoing water treatment programs for campus cooling equipment by adding biodegradable chemicals to achieve reductions in water usage.</p>	<p>During project design</p> <p>During project design</p> <p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p>	<p>Capital Programs</p> <p>Facilities Management</p> <p>Facilities Management</p> <p>Facilities Management</p> <p>Facilities Management</p>

Table V-1 University of California, Los Angeles Northwest Housing Infill Project Mitigation Monitoring and Reporting Program

<i>Number</i>	<i>Mitigation Measures</i>	<i>Mitigation Timing</i>	<i>Mitigation Responsibility</i>
	(g) The campus shall educate the campus community on the importance of water conservation measures.	Ongoing	Facilities Management
LRDP PP 4.14-3	The campus shall continue to implement a solid waste reduction and recycling program designed to limit the total quantity of campus solid waste that is disposed of in landfills during the LRDP plan horizon.	Ongoing	Facilities Management
LRDP PP 4.14-6	As part of the design process for proposed projects, an evaluation of the on-campus sewer conveyance capacity shall be undertaken, and improvements provided if necessary in order to ensure that connections are adequate and capacity is available to accommodate estimated flows.	During project design	Capital Programs
LRDP PP 4.14-10	The campus shall continue to implement energy conservation measures (such as energy-efficient lighting and microprocessor-controlled HVAC equipment) to reduce the demand for electricity and natural gas. The energy conservation measures may be subject to modification as new technologies are developed or if current technologies become obsolete through replacement. <i>(This is identical to Air Quality PP 4.2-3.)</i> In addition, all relevant 2002 LRDP MMs and PPs shall be applied during construction activities.	Ongoing See applicable MMs and PPs.	Facilities Management See applicable MMs and PPs.