



APPENDIX H



Submitted Letters

Comment ID	Date	Fname	Lname	Organization	Phone	Address	City	Zip	email	Summary	Type
1	8/14/07	Renee	Fortier	UCLA, Transportation		555 Westwood Plaza	Los Angeles	90095		<p>East/West congestion has substantially increased without significant improvement in mass transit services.</p> <p>Would like to see a below grade transit station located close to UCLA.</p> <p>Please include project in the LRTP.</p>	Mode
2	10/3/07	Thomas	Safran	Thomas Safran and Associates	3108204888	11812 San Vicente Blvd, Ste 600	Los Angeles	90049		<p>Long time resident, would like to see the Purple line.</p>	Alignment Mode
3	10/4/07	Anastasia	Mann	Hollywood Hills West Neighborhood Council	3239691314	7095 Hollywood Blvd #1004	Hollywood	90028		<p>Supports extension of subway from Hollywood/Highland</p>	Alignment Mode
4	10/4/07	Amy	Fontinelle			14309 Sylvan St #306	Van Nuys	91401		<p>Wants the subway extended to Santa Monica. Would like a North/South connection from SFV, and another connection to the Westside via the Orange Line.</p>	Alignment
5	10/04/07	Don	Scott			1043 Embury St	Pacific Palisades	90272		<p>Supports extension of subway along Wilshire Blvd, serving Century City, Westwood/ UCLA/West Los Angeles.</p> <p>Would like to see a LRT connection to LAX.</p> <p>Increase local taxes to make this a reality.</p>	Alignment Mode
6	10/05/07	Michael	Freeman	Los Angeles County Fire Department		1320 N Eastern Ave	Los Angeles	90063		<p>Debbie Aguirre will be the point of contact</p>	

WESTSIDE EXTENSION TRANSIT CORRIDOR STUDY

Comment ID	Date	Fname	Lname	Organization	Phone	Address	City	Zip	email	Summary	Type
7	10/9/07	Sonji	Le Banc	DLA Piper US, LLP		1999 Avenue of the Stars, Ste 400	Los Angeles	90067		1. A subway connection into Century City 2. Subway stations (stops/portals) at Santa Monica Blvd. and Avenue of the Stars; and Constellation and Avenue of the Stars 3. A north/south connect or from Expo light Rail (which runs parallel to the 1·10 freeway) 4. More buses, including Metro, Santa Monica, Culver City, Commuter Express, to and from Century City - especially after 5:30 p.m. to accommodate employees 5. Transportation connector between Beverly Hills and Century City.	Alignment Mode
8		Edward	Anastas		3104527452	1336 Oak St Apt A	Santa Monica	90405	edward@anastas.org	Would like to see the Purple line extended, but would like to see both lines extended Supports monorail Would like to see more tax incentives for those who live close to where they work, and bicycle rather than drive. Support's Pasadena's electric bike rebate	Alignment Mode
9	10/09/07	Benjamin	Pick							Supports extension of the Purple line, with stops in Beverly Hills, Century City, and Wilshire/Galey, two in Santa Monica, and one close to the Pacific Ocean.	Alignment Mode

Comment ID	Date	Fname	Lname	Organization	Phone	Address	City	Zip	email	Summary	Type
10	10/11/07	Nazy	Firoozi			4134 Lincoln Ave	Culver City	90232		1. A subway connection into Century City 2. Subway stations (stops/portals) at Santa Monica Blvd. and Avenue of the Stars; and Constellation and Avenue of the Stars 3. A north/south connect or from Expo light Rail (which runs parallel to the 1·10 freeway) 4. More buses, including Metro, Santa Monica, Culver City, Commuter Express, to and from Century City - especially after 5:30 p.m. to accommodate employees 5. Transportation connector between Beverly Hills and Century City.	Alignment Mode
11	10/11/07	Steven	Lee			1921 Whitley Ave	Los Angeles	90068	steventlee@gmil.com	Supports expansion of Purple line, below grade, heavy rail. Supports need to connect Westside to Hollywood	Alignment Mode
12	10/11/07	Tom	Esparza			7236 Fountain Ave #4	West Hollywood	91406		Wilshire to San Vicente San Vicente to Santa Monica blvd Santa Monica blvd to Century City Santa Monica to Westwood/Wilshire Westwood/Wilshire to 3rd Street Promenade	Alignment
13	10/11/07	Richard	Staner			2409 Clark Ave	Venice	90291		Supports extension of Purple line There needs to be a connection to Expo LRT Use BRT in subway	Alignment Mode

WESTSIDE EXTENSION TRANSIT CORRIDOR STUDY

Comment ID	Date	Fname	Lname	Organization	Phone	Address	City	Zip	email	Summary	Type
14	10/19/07	Dan	Walsh	Beverly Hills Chamber of Commerce						<p>Supports extension of Purple line, along Wilshire Blvd, connection at Santa Monica Blvd and Century City.</p> <p>Station locations: La Cinega/Wilshire Blvds and Beverly Drive/Wilshire Blvd</p> <p>What will be done to minimize disruptions during construction?</p>	Alignment Question
15	10/23/07	Harold	Katz		3104797889	11620 Wilshire Blvd, Ste 580	Los Angeles	90025		Supports Purple line expansion.	Alignment Mode
16		Youssef	Amin	YA Architect and Planner	3102751001	P.O. Box 6906	Beverly Hills	90212	ya@ya-aia.org	<p>Supports Red/Purple line expansions.</p> <p>Create a transit up at the West Hollywood bus yard. Enclosed graphic for station design.</p> <p>Keep existing bus service.</p>	Alignment Mode

Comment ID	Date	Fname	Lname	Organization	Phone	Address	City	Zip	email	Summary	Type
17	10/26/07	William	O'Neil	Bernstein Global Wealth Management		1999 Avenue of the Stars, 21st Floor	Los Angeles	90067	oniellwj@bernstein.com	<ol style="list-style-type: none"> 1. A subway connection into Century City 2. Subway stations (stops/portals) at Santa Monica Blvd. and Avenue of the Stars; and Constellation and Avenue of the Stars 3. A north/south connect or from Expo light Rail (which runs parallel to the 1·10 freeway) 4. More buses, including Metro, Santa Monica, Culver City, Commuter Express, to and from Century City - especially after 5:30 p.m. to accommodate employees 5. Transportation connector between Beverly Hills and Century City. 	Alignment Mode
18	10/24/07	Susan	Bursk	Century City Chamber of Commerce	3105532222	2029 Century Park E, Concourse Level	Los Angeles	90067		<ol style="list-style-type: none"> 1. A subway connection into Century City 2. Subway stations (stops/portals) at Santa Monica Blvd. and Avenue of the Stars; and Constellation and Avenue of the Stars 3. A north/south connect or from Expo light Rail (which runs parallel to the 1·10 freeway) 4. More buses, including Metro, Santa Monica, Culver City, Commuter Express, to and from Century City - especially after 5:30 p.m. to accommodate employees 5. Transportation connector between Beverly Hills and Century City. 	Alignment Mode

Comment ID	Date	Fname	Lname	Organization	Phone	Address	City	Zip	email	Summary	Type
19				Mid City West Community Council						<p>Would like the following concerns addressed:</p> <ul style="list-style-type: none"> Seismic safety Visual Impacts to the surrounding community Limitations on routing How much property would have to be acquired for above ground transit ways stations. <ul style="list-style-type: none"> • Traffic impacts, including spillover traffic in surrounding residential areas; • Routing limitations; • If surface modes would lead to loss of on-street parking, how replacement parking would be provided to protect local businesses and residents; and • Air quality issues, including CO₂, CO and VOCs. • Safety issues, particularly methane and other poisonous gases; • Seismic issues; • Subsidence issues--our neighborhood does not want a repeat of issues that plagued construction in Hollywood; and • Possibility of underground busway, which may offer cost savings and route flexibility over fixed-rail. <ul style="list-style-type: none"> • Analysis of differences in projected ridership among various modes • Whether people would be 	Alignment Mode Question

Comment ID	Date	Fname	Lname	Organization	Phone	Address	City	Zip	email	Summary	Type
										<p>willing to walk or bicycle further to use rail rather than buses.</p> <p>Would like a stop closer to 6th street at the La Brea Tar Pits, making it more accessible to the Park La Brea residents.</p> <p>Consider a stop at the Grove/Farmers Market, Cedar-Sinai.</p> <p>Consider using the old Pacific Electric ROW along San Vicente Blvd and Burton Way.</p> <p>Prefer that a phased construction that does not terminate at Wilshire/Fairfax.</p> <p>What will be done to minimize impacts during construction?</p> <p>Will additional parking be made available during construction and once the extension is operating?</p>	
20	10/29/07			Westside Cities COG	3106458331	7901 Chase Ave	Los Angeles	90045	jhalless@ca.rr.com	Supports subway extension.	Mode
21	10/29/07	Lynn	Lustig	Spaulding Square – HPOZ	3109670506				lynnlustig@prula.com	Concerned about noise and vibration under Spaulding Square. Prefers alignment away from neighborhood.	Alignment Question

Comment ID	Date	Fname	Lname	Organization	Phone	Address	City	Zip	email	Summary	Type
22	8/14/07	Paul	Arevalo	City of West Hollywood	3238486216	8300 Santa Monica Blvd	West Hollywood	90069		<p>Supports subway extension of Red and Purple line. Supports grade separation along both Santa Monica and Wilshire Boulevards</p> <p>West Hollywood has a high concentration of transit-dependent persons, and is among the highest transit ridership in the region.</p> <p>Continues to take steps to maintain and enhance transit-supporting densities and developments.</p>	Alignment Mode
23	10/30/07	David	Gustavson	City of Beverly Hills	3102852452	455 N Rexford Dr, Rm 130	Beverly Hills	90210		<p>Mass Transit Committee of 2006 studied alignment and potential station locations for potential Subway extension within Beverly Hills.</p> <p>Will continue to work with Westside COG to support the extension of both Red and Purple line.</p>	Alignment Mode

Comment ID	Date	Fname	Lname	Organization	Phone	Address	City	Zip	email	Summary	Type
24	10/30/07	Delaine	Shane	Metropolitan Water District of Southern California	213217600	700 N Alameda St	Los Angeles	90012		<p>There is a 32-inch cast iron pipeline running north/south along Santa Monica Boulevard, adjacent to Wilshire Boulevard.</p> <p>Also contains pipelines along the Exposition LRT</p> <p>They want to review and approve any activity in the area of MWD's pipelines. They attached a copy of the "Guidelines for Developments in the Area of Facilities, Fee Properties and/or Easements of the MWD"</p>	Question
25	10/30/07	Donald	Meder		3105568176	2160 Century Hill	Los Angeles	90067		<ol style="list-style-type: none"> 1. A subway connection into Century City 2. Subway stations (stops/portals) at Santa Monica Blvd. and Avenue of the Stars; and Constellation and Avenue of the Stars 3. A north/south connect or from Expo light Rail (which runs parallel to the 1·10 freeway) 4. More buses, including Metro, Santa Monica, Culver City, Commuter Express, to and from Century City - especially after 5:30 p.m. to accommodate employees 5. Transportation connector between Beverly Hills and Century City. 	Alignment Mode
26	10/30/07	Jack	Weiss	City of Los Angeles, City Council, Fifth District	2134737005	200 N Spring St, Rm 440	Los Angeles	90012	councilmember.weiss@lacity.org	Supports expansion of all forms of transit service.	

WESTSIDE EXTENSION TRANSIT CORRIDOR STUDY

Comment ID	Date	Fname	Lname	Organization	Phone	Address	City	Zip	email	Summary	Type
27	10/30/07	Jason	Weiner	Westside Transportation Partners		239 S Beverly Dr	Beverly Hills	90212	westsidetransportation@gmail.com	<p>Supports City of Beverly Hills Mass Transit Committee recommendations</p> <p>Supports below grade subway</p> <p>Supports above grade monorail</p> <p>Supports LRT at and below grade</p> <p>Concerned that pedestrian crossing at Westwood/Wilshire is too dangerous.</p> <p>Ease of system transfer is necessary.</p> <p>Needs to serve dense employment zones (Century City, Beverly Hills Triangle, and UCLA/Westwood)</p> <p>Supports Purple line extension</p> <p>Century City station location is very important.</p>	Alignment Mode
28	10/30/07	Steve	Kramer	Miracle Mile Chamber of Commerce						Supports Purple line extension. Will be used to support increased density along the corridor.	Alignment Mode
29	10/30/07	Talia	Nosrati							<p>How will fire/life/safety cross the intersection if the crossing gates are down?</p> <p>Concerned about increased congestion when traffic is diverted to local streets.</p> <p>Concerned about noise and vibration from LRT.</p> <p>Concerned about increase crime.</p>	Alignment Mode Question

Comment ID	Date	Fname	Lname	Organization	Phone	Address	City	Zip	email	Summary	Type
30	10/31/07	Alan	Havens		2137367466	202 S Juanita Ave, #2-211	Los Angeles	90004		Supports Purple line extension, with connections to Expo LRT Stations: 4th/Wilshire, Hospitals, Wilshire/Bundy, Texas/Barrington, VA, Westwood/UCLA, Westholme/Wilshire, Century City Westfield, Beverly Hills Triangle, Beverly/Santa Monica, Beverly Center, Farmers' Market/Grove, Wilshire/Fairfax, Wilshire/La Brea, Rossmore/Crenshaw/Wilshire	Alignment Mode
31	10/31/07	Joannes	Van Tilburg	Van Tilburg, Banvard and Soderbergh	3103940273	Penthouse, 225 Arizona Ave	Santa Monica	90401		Supports Purple line extension. Stations at La Cienega, Westwood, La Brea, Robertson, and Western.	Alignment Mode
32	10/31/07	John	Gresham	Wilshire Homeowners Alliance						Expand existing bus system Prefers the alignment with the least negative impact on the neighborhood. Does not want a station located in neighborhood Does not want a station located at Wilshire/Crenshaw Wants stations at Western, La Brea, and Fairfax Important to evaluation: engineering and land use	Alignment Mode
33	10/31/07	John	Welborne	Windsor Square Association		157 N Larchmont Boulevard	Los Angeles	90004		Neighborhood is located in an HPOZ, and wants to maintain low-density character. Stations should be constructed in commercial centers	Alignment Mode

Comment ID	Date	Fname	Lname	Organization	Phone	Address	City	Zip	email	Summary	Type
34	10/31/07	Lisa	Greer Quaterman		3105561801	1801 Century Park East, Ste 1801	Los Angeles	90067		<p>Would like subway access in Century City.</p> <p>Station to be located at Santa Monica Boulevard/Avenue of the Stars and Constellation/Avenue of the Stars</p> <p>Increase number of buses serving the neighborhood, especially after 5:30 p.m.</p> <p>More transit connections between Beverly Hills and Century City.</p> <p>Would like a connection to Expo LRT</p>	Alignment Mode
35	10/30/07	Robert	Rosebrock	Wilshire Monorail	304722717	575 S Barrington	Los Angeles	90049		Supports Monorail transit	Mode
36	11/1/07	Alan	Havens		2137367466	202 S Juanita Ave, #2-211	Los Angeles	90004		Sending Corrections to original letter	
37		Alan	Pfister	Fox	3104204416	10201 Pico Boulevard	Los Angeles			Supports below grade subway.	Mode
38		Alice	Morgan			1900 Avenue of the Stars, Ste 1400	Los Angeles	90067	Alleycat9091@earthlink.net	Supports below grade extension to Century City	Alignment Mode
39		Anna	King		3234661058	222 N Manhattan Pl	Los Angeles	90064	akk@awmha.org	Supports subway extension to Santa Monica Would like to have bathrooms at the stations	Alignment Mode
40		Louella	Lanuza		3109238738	221 ½ S Virgil Ave	Los Angeles	90004		Support subway extension Second choice: dedicated bus line	Mode

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41	11/1/07	Bart	Reed	Transit Coalition	8183671633	P.O. Box 567	San Fernando	91341		<p>Provide transit access to Century City, UCLA, and connections to a North/South corridor.</p> <p>An extension of the Red line should be a separate project from the Purple line extension.</p>	Alignment Mode
42		Bonnie	Sikowitz	Sunset Square Neighborhood Organization	3238765563	1601 Orange Grove Ave	Los Angeles	90046		<p>Supports extension of transit services</p> <p>Concerned about noise and vibration during construction and use through the Sunset Square neighborhood.</p> <p>Prefers station locations at Sunset/Hollywood and La Brea/Fairfax</p>	Alignment Mode Question
43	11/1/07	Cecilia	Estalano	CRA/LA	2139771600	354 S Spring St, Ste 800	Los Angeles	90013		<p>Supports extension of the Purple line towards Santa Monica, at lest to the 405.</p> <p>Supports extension of the Red Line along the Santa Monica Boulevard.</p> <p>Look for system connections, particularly to north/south connections.</p>	Alignment Mode

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44		Charles	Adelman			6146 Eleanor Ave #107	Los Angeles	90038		<p>Supports Purple line extension</p> <p>Would like a stop at Constellation and Avenue of the Stars.</p> <p>Over time, an extension of the Red line will be necessary.</p> <p>Please connect to Dodger Stadium.</p> <p>Look for north/south connections to San Fernando Valley and LAX</p>	Alignment Mode
45		Cheryl	Holland	Sunset Square Neighborhood Organization	3238747755	1525 N Ogden Dr	Los Angeles		hollandc@aol.com	<p>Supports Purple line extension</p> <p>If the Red line is extended, please use Santa Monica Boulevard</p> <p>Concerned about noise/vibration during construction and use through Sunset Square neighborhood</p> <p>Transit should serve higher density neighborhoods</p>	Alignment Mode Question
46		Claire	Guy			7775 Sunset #105	Los Angeles		Claireguy_is@msn.com	<p>Supports Purple line extension</p> <p>Avoid tunneling under residential neighborhoods</p> <p>Would like a station at Sunset/Crescent Heights</p>	Alignment Mode

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47	11/1/07	Darrell	Clarke			P.O. Box 913	Santa Monica	90406	Darrell@dclarke.org	Supports Purple line extension Station locations: Third Street, Beverly, San Vicente, Beverly Hills, North/South connections, 405, and west of 405 extensions.	Alignment Mode
48	11/1/07	Dennis	Lytton		3236302492	1850 Whitley Ave, #820	Hollywood	90028	dennislytton@sbcglobal.net	Supports Purple and Red line extension, with express service as an option. Consider street car service along San Vicente Purple connection with Red at Santa Monica and Wilshire Boulevards Stations to include: Westholme/Wilshire, Westwood/Wilshire, and VA Hospital. Provide service to Hollywood Bowl Connect to Expo LRT	Alignment Mode
49	11/1/07	Diane	Watson	United States House of Representatives						Evaluation criteria: safety/service along the alignment, noise and vibration, environmental and privacy mitigations, preservation of quality of life, system connections, Wilshire/La Brea connection to Crenshaw/Prairie, avoiding Hydrogen Sulfide.	Alignment Mode
50		Dylan			3106519437		Los Angeles	90019	Dannincinchika102@yahoo.com	Supports subway or monorail down Olympic Boulevard	Alignment Mode

WESTSIDE EXTENSION TRANSIT CORRIDOR STUDY

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51		Emmett	Dacey	LECG	3105560709	2049 Century Park East, Ste 2300	Los Angeles	90067	edacey@lecg.com	Supports Purple line extension with service to Century City	Alignment Mode
52		Eugene	Salinsky		3236531369	616 N Sweetzer Ave #301	Los Angeles	90048		Supports Purple line extension Station locations: Wilshire/La Brea, 3rd/Beverly/Santa Monica Boulevard, Century City, Westwood, Santa Monica. Wilshire/Crenshaw, La Cinega, and Beverly Hills Triangle., Century City, Wilshire/Bundy. Institute fees to pay for service expansion.	Alignment Mode
53		Ginette	Mizraki	Ginette Mizraki Realty	3104795649	1515 Pontius Ave	Los Angeles	90025	ginette@larealty.com	Create a circulator serving Westwood, UCLA, VA, Beverly Hills Triangle and Santa Monica Boulevard	Alignment Mode
54		Henrietta	Consentino	St Andrews Square Neighborhood Association	3234663981	107 S Gramercy Pl	Los Angeles	90004	Henrietta3@sbcglobal.net	Supports Purple line extension	Alignment Mode
55		Hermiona	Mapaye		9095255405	19107 E Elkerland St	West Covina	91792	Hermdo888@yahoo.com	Supports Purple line extension	Alignment Mode
56		Isabel	Cowo		2133868179	425 S Catalina #16	Los Angeles			Supports subway expansion	Mode
57		Jake	Jacobson		3238518512	1611 N Orange Grove Ave	Los Angeles	90046	jjacobson@jake-j.com	Supports Red line extension Concerned about noise/vibration during construction and use Avoid tunneling under residential neighborhoods	Alignment Mode Question
58		Janice	Titus		6266881592	442 S Grandland Dr	Azusa	91170	figleroi@aol.com	Supports Red line extension Wants a station at Wilshire/Santa Monica Boulevards	Alignment Mode

WESTSIDE EXTENSION TRANSIT CORRIDOR STUDY

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59		Joanna	Baker		3104500368	2343 Oak St #4	Santa Monica	90405	Joannab_2003@yahoo.com	Supports Purple line extension Consider express service	Alignment Mode
60		John	Gresham	Wilshire Homeowners Alliance		696 S Bronson Ave	Los Angeles	90005		Attached a copy of the Park Mile Specific Plan	
61		Joi	Harper		3105524400	6326 High Cliff Lane	Fontana	92336	jharper@millerbarond255.com	Supports subway service to Century City	Mode
62		Karen	Askin		6267329416	1836 Nottingham Ln	San Dimas	91773	Karen.askin@warnerrchappell.com	Supports Red line extension	Alignment Mode
63		Larry	Boring	Hollywood Hills West Neighborhood Council	3238760213	1428 N Orange Grove	Los Angeles	90046	Larrydb1@ca.rr.com	Supports Purple line extension Concerned about noise/vibration during construction and use in residential neighborhoods.	Alignment Mode Question
64	11/1/07	Larry	Green	Westfield Corporation	3104764450	11601 Wilshire Boulevard, 11th Floor	Los Angeles	90025		<ol style="list-style-type: none"> 1. A subway connection into Century City 2. Subway stations (stops/portals) at Santa Monica Blvd. and Avenue of the Stars; and Constellation and Avenue of the Stars 3. A north/south connect or from Expo light Rail (which runs parallel to the 1·10 freeway) 4. More buses, including Metro, Santa Monica, Culver City, Commuter Express, to and from Century City - especially after 5:30 p.m. to accommodate employees 5. Transportation connector between Beverly Hills and Century City. 	Alignment Mode

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65		Lern	Johnson	Rite Aid Corporation	3102737293	1025 Holt Ave				Supports Purple line extension Needs stop at La Cinega/Wilshire	Alignment Mode
66		Mark	Hentemann	Sunset Square Homeowners Association	3235125377	1520 N Ogden Dr	Los Angeles	90046	ximinez@aol.com	Supports Red line extension Concerned about noise/vibration during construction and use in residential neighborhoods. Consider going under Sunset Boulevard	Alignment Mode Question
67		Michelle	Eans						Michelle_evands42@hotmail.com	Supports subway service to Century City	Mode
68		Norbert	Weinberg		3239698430	1518 N Orange Grove Ave	Los Angeles	90046	norofra@sbcglobal.net	Does not want a subway entrance at Sunset/Fairfax, prefers the alignment follow Santa Monica Boulevard	Alignment Mode Question
69		Norman	Lee	Foley and Lardner	6262984968	2029 Century Park East	Los Angeles		Nthomaslee@yahoo.com	Supports Purple line extension Needs stops at Grove, Century City Shopping Center, UCLA.	Alignment Mode
70		Pamela	Bothwell	Sunset Square Homeowners Association	3238741745	1522 N Fairfax Ave	Los Angeles	90046	pbothwel@pacbell.net	Supports Red line extension Needs station in West Hollywood. Concerned about noise/vibration during construction and use in residential neighborhoods. Consider going under Sunset Boulevard	Alignment Mode Question
71		Raymond	Sanchez		2133897260	1017 Kingsley Dr				Supports subway service	Mode
72		Rick	Watts		3102920518	1264 N Sweetzer Ave #103	West Hollywood	90069	rickwatts@hotmail.com	Supports Red line extension Use Wilshire, San Vicente, and Santa Monica Boulevards for alignment. Connect with Crenshaw Prairie project.	Alignment Mode

WESTSIDE EXTENSION TRANSIT CORRIDOR STUDY

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73		Ron	Durgin		4242881747	147 N Hamilton Dr #101			rdurgin@gmail.com	Supports Purple line extension Please include bike lanes	Alignment Mode
74	11/1/07	Sheryl	McCallister		3109788239	4849 W 120th St, #8	Hawthorne	90250		Supports Purple and Red line extension Stations at Wilshire/Crenshaw, Grove, Beverly Center/Cedars, Wilshire/La Cienega, Wilshire/Doheny, Wilshire/Santa Monica, Wilshire/Manning, 2 stops at UCLA, VA, Wilshire/Bundy, Wilshire/20th, Wilshire/3rd Stations at: Santa Monica/La Brea, Santa Monica/Fairfax, Santa Monica/La Cienega, Santa Monica/San Vicente, Santa Monica/Beverly/Rodeo Increase fees to expand service, consider congestion management fees Provide north/south connections	Alignment Mode
75		Stella	Wan	Mullin TBG	3107883142	2029 Century Park E	Los Angeles		Swan339@gmail.com	Supports subway extension	Mode
76	11/12/07	Dan	Wentzel						danwentzel@yahoo.com	Supports Purple and Red line extension Consider ways to connect with the Crenshaw-Prairie line	Alignment Mode
77	11/11/07	Micheal	Hofacre			1015 N Kings Rd #112	West Hollywood	90069	hofacre@att.net	Supports Purple and Red line extension	Alignment Mode

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78	11/9/07	Paul	DeSantis		3104633794	1301 Montana Ave, Ste D	Santa Monica	90403	pdesantis@hepofilte rs.com	Supports subway extension to Santa Monica Turn at Lincoln Boulevard and connect to LAX	Alignment Mode
79	11/9/07	Richard	Schumacher						schumach@hp.com	Supports Purple line extension Would like a connection at Crenshaw Boulevard	Alignment Mode
80	11/8/07	Moreland	Graddis						mgaddis@corptax.com	Orange line rider requesting clean up at Van Nuys Boulevard	
81	11/7/07	Warren	Terry	Loyola Marymount University				90045	Dterry2@lion.lmu.edu	Supports subway extension	Mode
82	11/7/07	Jessica	Romero			925 Bonita Ave #3	Glendora	91740	Jessica.elr@gmail.com	Supports Purple line extension Stations at UCLA and VA	Alignment Mode
83	11/6/07	Dennis	Nollette			963 Larrabe St #102	West Hollywood	90069	dnollette@aol.com	Supports Red line extension	Alignment Mode
84	11/5/07	Grant	Chang-Chien			1635 Stoner Ave #4	Los Angeles		Gran.changchien@gmail.com	Supports Purple line extension Stops in Westwood and Century City	Alignment Mode
85	11/5/07	Michael	Cassadine						mcassadine@enterpriserconnections.com	Supports LRT options Concerned about construction disruptions	Alignment Mode Question
86	11/5/07	Mitchell	Kraus			1925 Century Park E, 4th Floor	Los Angeles	90067	M_kraus@ix.netcom.com	Supports Purple line extension	Alignment Mode
87	11/3/07	David	Lewison				West Hollywood	90046	daglew@yahoo.com	Supports Red line extension Station at Santa Monica/Fairfax Boulevards Connect with Expo LRT, and additional north/south routes	Alignment Mode

Comment ID	Date	Fname	Lname	Organization	Phone	Address	City	Zip	email	Summary	Type
88	11/3/07	Ronson	Chu			2325 Malcom Ave	Los Angeles	90025	Ronnie@chubrothers.com	Supports subway extension Needs additional north/south connections for San Fernando Valley to LAX to Orange County Raise taxes/fees to pay for the project	Alignment Mode
89	11/2/07	Jacob	Hamm			1341 N Crescent Heights Boulevard, #201	West Hollywood	90046	Jacob.hamm@yahoo.com	Supports Red line extension Station in West Hollywood	Alignment Mode
90	11/2/07	Karim	Mawji			1622 N Sierra Bonita Ave	Los Angeles	90046	Karim.mawji@nick.com	Would like to know if the alignment would come under home.	Question
91	11/2/07	Jose	Delgadillo			357 1/8 S Detroit St	Los Angeles	90036	josedelgadillo@hotmail.com	Supports Purple line extension Station at UCLA, and Wilshire/La Brea	Alignment Mode
92	11/4/02	Valorie	Keegan						Rolav1@aol.com	Sunset/La Brea has frequent street closures	
93	11/8/07	Rita	Robinson	City of Los Angeles: Department of Transportations	2139726470	100 S Main St, 10th Floor	Los Angeles	90012	Rita.robinson@lacity.org	Supports Purple line extension Tunneling should be assessed by the Bureau of Engineering Stations at Museum Row, Beverly Hills, Century City, Westwood/UCLA, La Cienega, and VA. Look for north/south connections. Examine costs/benefits at station locations, and CEQA environmental assessment	Alignment Mode

Comment ID	Date	Fname	Lname	Organization	Phone	Address	City	Zip	email	Summary	Type
94	11/6/07	John	Gresham	Wilshire Homeowners Alliance		696 S Bronson Ave	Los Angeles	90005		Supports subway extension Would like to increase bus service in the meantime Does not want a station at Bronson/Lorraine and Wilshire Concerned that construction and use not cause geological, water-table, or other problems for the neighborhoods.	Alignment Mode Question
95		Sumie	Michima	Sunset Square Neighborhood Association		1556 N Fairfax Ave	Los Angeles	90046	Visresinc@aol.com	Supports station at Fairfax/Santa Monica Boulevard Concerned about noise/vibration during construction and use in residential neighborhoods. Use Highland and Santa Monica Boulevard	Alignment Mode Question
96		Leslie	Mitzok	Sunset Square Neighborhood Association		1556 N Fairfax Ave	Los Angeles	90046	4drzamdogs@sbcglobal.net	Supports station at Fairfax/Santa Monica Boulevard Concerned about noise/vibration during construction and use in residential neighborhoods. Use Highland and Santa Monica Boulevard	Alignment Mode Question
97	11/27/07	Ashley	McGovern	USAA Realty Company		5055 Wilshire Boulevard, Ste 830	Los Angeles	90036	Ashley.mcgovern@usaa.com	Supports Purple line extension Provides for more economic development opportunities	Alignment Mode

Comment ID	Date	Fname	Lname	Organization	Phone	Address	City	Zip	email	Summary	Type
98	11/7/07	Joseph	Tupy	Hines	3105523700	10100 Santa Monica Boulevard, Ste 180	Los Angeles	90067		<p>1. A subway connection into Century City</p> <p>2. Subway stations (stops/portals) at Santa Monica Blvd. and Avenue of the Stars; and Constellation and Avenue of the Stars</p> <p>3. A north/south connect or from Expo light Rail (which runs parallel to the 1·10 freeway)</p> <p>4. More buses, including Metro, Santa Monica, Culver City, Commuter Express, to and from Century City - especially after 5:30 p.m. to accommodate employees</p> <p>5. Transportation connector between Beverly Hills and Century City.</p>	Alignment Mode
99	10/22/07	Marc	Woersching	City of Los Angeles: Planning Department	2139781396	P.O. Box 4471	Valley Village	91617	mwoersch@netzero.net	<p>Supports Purple line extension Stations at Crenshaw, La Brea, Fairfax, La Cienega, Robertson, Beverly/Rodeo, Century City, Westwood Boulevard, Barrington, 26th Street, 14th St, and 3rd.</p> <p>Evaluation should look at running times, and the development centers served.</p>	Alignment Mode
100	10/08/07	Sam	Morabito	UCLA, Office of the Vice Chancellor	3108252411	P.O. Box 951405	Los Angeles	90095		<p>Supports expansion of transit services, by way of a below-grade fixed-guide way, along the Wilshire</p> <p>Wants to ensure a station location at UCLA</p>	Alignment Mode

Comment ID	Date	Fname	Lname	Organization	Phone	Address	City	Zip	email	Summary	Type
101	10/19/07	Mado	Most	Fox Filmed Entertainment	3103691330	P.O. Box 900	Los Angeles	90223	Mado.most@fox.com	<p>1. A subway connection into Century City</p> <p>2. Subway stations (stops/portals) at Santa Monica Blvd. and Avenue of the Stars; and Constellation and Avenue of the Stars</p> <p>3. A north/south connect or from Expo light Rail (which runs parallel to the 1·10 freeway)</p> <p>4. More buses, including Metro, Santa Monica, Culver City, Commuter Express, to and from Century City - especially after 5:30 p.m. to accommodate employees</p> <p>5. Transportation connector between Beverly Hills and Century City.</p>	Alignment Mode
102	10/20/07	Alexander	Friedman		3234658511	1330 N Orange Dr, #106	Hollywood	90028	Alek3000@juno.com	<p>Supports Purple and Red line extension</p> <p>Wants the two lines to connect at Santa Monica/Wilshire; and Expo LRT connection</p> <p>Headways should run from 8 to 15 minutes</p>	Alignment Mode
103	10/21/07	Gokhan	Esirgen		3105924936	3380 Vinton Ave Apt 108	Los Angeles	90034		<p>Develop more east to west and north to south rail lines, and connect to other lines.</p> <p>Use former rights-of-way for extensions of existing service.</p> <p>Avoid grade crossings, put line above or below grade.</p>	Alignment Mode

Comment ID	Date	Fname	Lname	Organization	Phone	Address	City	Zip	email	Summary	Type
104	10/31/07			Windsor Square Association						Wants to maintain low-density character of the area. A Purple line extension should place stations in commercial centers.	Alignment
105	10/16/07	David	Murphy		3107883851	503 N Arden Dr	Beverly Hills	90210		Supports Purple line extension. Station locations: Rodeo Drive, Century City, UCLA, and Santa Monica	Alignment Mode
106	10/12/07	Eric	Agar			641 Gayley Avenue Apt 211	Los Angeles	90024		Supports Purple line extension. Stations at Crenshaw, La Brea, Fairfax, La Cienega, Robertson, Beverly/Rodeo, Century City, Westwood Boulevard, Bundy, 26 th Street, 16 th St, and 4 th .	Alignment Mode
107	10/15/07	Lynn	Sweeten			1999 Avenue of the Stars	Los Angeles	90067		Supports extension of subway. Stations: Century City, Santa Monica Boulevard/Avenue of the Stars; Constellation and Avenue of the Stars; north/south connections to Expo LRT and San Fernando Valley.	Alignment Mode
108		Sarah	Hays		3105583538	10509 Blythe Avenue	Los Angeles	90064	sirrah@sbcglobal.net	Supports Purple line extension. Wants connections to Century City, Expo LRT and San Fernando Valley.	Alignment Mode



UCLA TRANSPORTATION
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PARKING SERVICES
TRANSPORTATION PLANNING & POLICY

555 WESTWOOD PLAZA, SUITE 101
BOX 951360
LOS ANGELES, CALIFORNIA 90095-1360
WWW.TRANSPORTATION.UCLA.EDU

August 14, 2007

Pam O'Connor
Chair
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

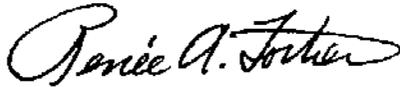
Dear Chair O'Connor:

The issue of Westside mobility is integral to the daily life of our campus. Traffic congestion in Los Angeles negatively impacts the quality of life of each of us, and hampers accessibility to the services provided by the University of California, Los Angeles. In order for the University to continue to fulfill its mission, which is to provide the State of California and the Los Angeles region with the best education, research and medical care achievable, we rely on the City and County of Los Angeles to plan for and provide regional transportation which sustains mobility. Maintaining access to the University is critical to its mission, and without proper planning for the future to address the long-standing congestion problems on the Westside, adequate access may be jeopardized as freeway and arterial congestion worsens.

As you know, east-west travel times have substantially increased and without the provision of significant improvements in mass transit, travel times will continue to lengthen. The provision of east-west surface transportation capacity has not at any point since the construction of Interstate 10 been significantly enhanced. It is prudent and necessary to provide for a transportation facility that will fully and finally link the Westside to the regional rail transit system. For more than twenty years, linking the Westside to the backbone of the rail system has been recognized as desirable; with the projected growth in Los Angeles population to almost 23 million by 2030, it will be necessary in order to sustain mobility on the Westside. We urge the MTA Board to put the Subway to the Sea, as it is known, in the funded component of the Long Range Transportation Plan. This will move us one step closer to a connected community, which will help ensure that the public can readily continue to avail itself of the educational, cultural and public service opportunities presented by the University well into the future with the improved access afforded by a subway. We urge you to move this project forward and make it real. In twenty years time, this will be well-

regarded as a positive, successful step in the evolution of transportation in the Los Angeles region.

Sincerely,



Renée A. Fortier
Director
UCLA Transportation

cc: Felicia Brannon, Executive Director
UCLA Government & Community Relations

David Fleming, Metro Board Mayor Appointee
Los Angeles County Metropolitan Transportation Authority

Richard Katz, Metro Board Mayor Appointee
Los Angeles County Metropolitan Transportation Authority

Sam J. Morabito, Administrative Vice Chancellor
UCLA Administration

Bernard C. Parks, Councilmember, Metro Board Mayor Appointee
City Council 8th District, City of Los Angeles

Jack J. Powazek, Assistant Vice Chancellor
UCLA General Services

Roger Snoble, Chief Executive Officer
Los Angeles County Metropolitan Transportation Authority

Antonio Villaraigosa, Mayor
City of Los Angeles

Zev Yaroslavsky, Supervisor
Los Angeles County, 3rd District



THOMAS SAFRAN & ASSOCIATES

October 3, 2007

Mr. David Mieger
AICP, Project Manager & Deputy Executive Officer
L.A. County Metropolitan Transportation Authority (METRO)
One Gateway Plaza
Los Angeles, CA 90012

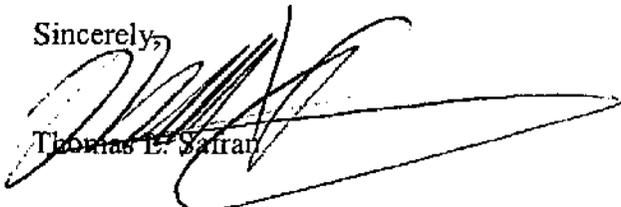
Subject: "Subway to the Sea" Project

Dear Mr. Mieger:

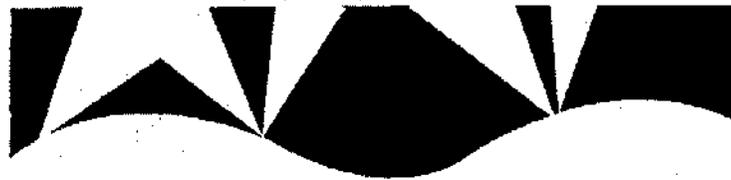
As a 35 year resident of Westwood and Brentwood (currently I live and work in Brentwood), I strongly urge the construction of a Wilshire subway to the sea. It would get enormous use from me, my family and my employees. I have seen the traffic go from difficult to near gridlock in the time I've lived here. We need a major permanent solution to the problem. Only a mass transit system in this major corridor will help alleviate it so the public has good alternatives to driving.

Please make it happen in my lifetime (I'm already 62 years old).

Sincerely,


Thomas L. Safran

TLS:tk



Hollywood Hills West NEIGHBORHOOD COUNCIL

7095 Hollywood Boulevard #1004
Hollywood, CA 90028-8903
323-969-1314
WWW.HHWNC.ORG

October 4, 2007

Mr. David Mieger, AICP
Project Manager and Deputy Executive Officer
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

RE: Scoping Comments on Westside Extension Transit Corridor Study

Dear Mr. Mieger;

The Hollywood Hills West Neighborhood Council (HHWNC) represents approximately 40,000 stakeholders in the area around the Hollywood & Highland and Universal City Metro Red Line stations. We appreciate this opportunity to submit scoping comments on the Westside Extension Transit Corridor Study recently initiated by the Metropolitan Transportation Authority (Metro).

At the October 1, 2007 HHWNC Board meeting, the Board approved the following motion: "The Hollywood Hills West Neighborhood Council Board supports inclusion of a subway extension from Hollywood & Highland to the sea as one of the alternatives in the Westside Extension Transit Corridor Study."

Our members look forward to being kept informed on the progress of the study and we expect to comment further on the specific alternatives as the study progresses.

Sincerely,

Anastasia Mann
President

Cc: Tom LaBonge, CD4

Amy Fontinelle
14309 Sylvan St. #306
Van Nuys, CA 91401

October 4, 2007

Mr. David Mieger, AICP
Project Manager and Deputy Executive Officer
Los Angeles County Metropolitan Transportation Authority (Metro)
Mail Stop: 99-22-5
One Gateway Plaza
Los Angeles, CA 90012

Re: Input Wanted, Subway to Westside

Dear Mr. Mieger,

I am writing to voice my support of the proposed subway to the Westside. I think that extending the subway all the way to Santa Monica is an excellent idea.

I live in Van Nuys and commute to Santa Monica. In order for me to take public transit to work right now, I would have to spend two hours each way on three different busses, for a total of four hours on the bus each day. This is about twice as long as it takes me to drive. Therefore, I choose to drive, even though it is often a miserable, terribly congested drive. Subways, however, are considerably faster than busses or any other above-ground form of transit which has to interact with car and pedestrian traffic.

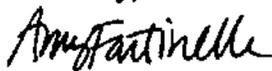
I know from my daily experience that there is a great deal of commuter traffic between the Valley and the Brentwood/Santa Monica/West LA area. If there was a subway line that went all the way to Santa Monica, many commuters in the Valley could take the orange line to the red line and have a rather fast, rather peaceful commute that wouldn't take much longer than driving, making it a viable and even an attractive alternative.

Right now, even getting from Santa Monica to Westwood during rush hour is a true exercise in patience as it can take up to an hour. Taking the bus doesn't speed up the process, as the bus has to contend with all of the cars. In a subway, people could zip between the two areas in 20 minutes regardless of above-ground traffic conditions.

When public transportation becomes an attractive option rather than the option of last resort, many more people will be willing to use it. Traffic congestion will stand a real chance at a noticeable improvement, pollution will decrease, and many Angelenos will have an easier time making ends meet due to the decreased cost of taking public transit over driving. Getting to work will also be a lot more relaxing for a lot of people, and job options for people without cars would increase. Commuters wouldn't be so cranky when they got to work in the morning or when they got home to their families at night. I believe that building a subway line all the way to Santa Monica would have many far-reaching, positive implications.

If this option existed, I would absolutely use it, and I'm sure that many other people would, too.

Sincerely,

A handwritten signature in black ink that reads "Amy Fontinelle". The signature is written in a cursive, flowing style.

Amy Fontinelle
Resident of Van Nuys

**Don Scott
1043 Embury Street
Pacific Palisades, CA 90272**

October 4, 2007

Mr. David Mieger
Project Manager and Deputy Executive Officer
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Dear Mr. Mieger,

I am writing you in regards to the Westside Extension Transit Corridor Study.

I strongly support a below grade extension of the subway along Wilshire Boulevard. This extension must, however, serve the important population and business centers of Century City and Westwood/UCLA/West Los Angeles.

Even though other solutions might be less expensive they would be at grade and simply too slow to attract the ridership needed to support the system and meet the transportation needs of the future.

Elevated rail is unsightly but might make sense on the 405 allowing a route to Playa Vista and the airport (an important goal). But please don't make the airport connection a pretend one, make it a real connection.

More buses are not the answer. Light rail is a half answer to a full problem and not the solution for a city of our size. Look at Atlanta and Washington DC for the appropriate examples.

Last but not least, we need to make it possible to use local sales taxes for this underground system sending a clear message to Washington DC we are serious about solving our transportation needs in a responsible manner. Let's follow the lead of our mayor and show real leadership.

Sincerely



Don Scott

CC: Antonio Villaraigosa

Henry Waxman

Zev Yaroslavsky



COUNTY OF LOS ANGELES

FIRE DEPARTMENT

1320 NORTH EASTERN AVENUE
LOS ANGELES, CALIFORNIA 90063-3294
(323) 881-2401

P. MICHAEL FREEMAN
FIRE CHIEF
FORESTER & FIRE WARDEN

October 5, 2007

David Mieger, AICP
Project Manager
Los Angeles County Metropolitan Transit Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

Dear Mr. Mieger:

WESTSIDE EXTENSION TRANSIT CORRIDOR CONTACT

In response to your letter of September 27, 2007, Ms. Debbie Aguirre of my staff will be the Consolidated Fire Protection District's principal contact person for all future correspondence in regards to the Westside Extension Transit Corridor. Ms. Aguirre may be reached at (323) 881-2404 or at daquirre@fire.lacounty.gov. Also, her mailing address is as follows:

Debbie Aguirre, Chief
Planning Division
Consolidated Fire Protection District
1320 North Eastern Avenue
Los Angeles, CA 90063

Please let Ms. Aguirre know if you require any additional information. Thank you.

Very truly yours,

P. MICHAEL FREEMAN

PMF:lb

SERVING THE UNINCORPORATED AREAS OF LOS ANGELES COUNTY AND THE CITIES OF:

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ARTESIA
AZUSA
BALDWIN PARK
BELL
BELL GARDENS
BELLFLOWER
BRADBURY

CALABASAS
CARSON
CERRITOS
CLAREMONT
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DIAMOND BAR
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NORWALK
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PALOS VERDES ESTATES
PARAMOUNT
PICO RIVERA

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RANCHO PALOS VERDES
ROLLING HILLS
ROLLING HILLS ESTATES
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SANTA CLARITA

SIGNAL HILL
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SOUTH GATE
TEMPLE CITY
WALNUT
WEST HOLLYWOOD
WESTLAKE VILLAG
WHITTIER



DLA Piper US LLP
1999 Avenue of the Stars, Suite 400
Los Angeles, California 90067-6023
www.dlapiper.com

Sonji C. Le Blanc
sonji.leblanc@dlapiper.com
T 310.595.3057
F 310.595.3357

October 9, 2007

Los Angeles County Metropolitan Transit Authority (METRO)
Attn: Mr. David Mieger, AICP Project Manager and
Members of the METRO Board of Directors
One Gateway Plaza
Los Angeles, CA 90012-2952

Dear Mr. Mieger and MTA Board of Directors:

Thank you for giving me the opportunity to address my concerns and voice my desire to bring viable transit options to the Westside which is impacted daily by increasing congestion, as well as a lack of public transportation alternatives to help address these conditions. As a constituent within the Century City community, I would like to see the following transportation modes considered:

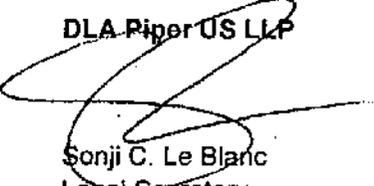
1. A subway connection into Century City
2. Subway stations (stops/portals) at Santa Monica Blvd. and Avenue of the Stars; and Constellation and Avenue of the Stars
3. A north/south connector from Expo Light Rail (which runs parallel to the I-10 freeway)
4. More buses, including Metro, Santa Monica, Culver City, Commuter Express, to and from Century City – especially after 5:30 p.m. to accommodate employees
5. Transportation connector between Beverly Hills and Century City.

The Westside has been neglected for too long. We need alternative modes of transportation to help reduce congestion, minimize travel times, and improve the environment. We believe that residents and commuters will embrace public transit in record numbers as soon as opportunities are available, and we fully support the appropriation necessary to fund local projects and relieve worsening congestion.

Thank you again for considering my concerns.

Very truly yours,

DLA Piper US LLP



Sonji C. Le Blanc
Legal Secretary

Metro Westside Extension Transit Corridor - Comment Form
Emerson Middle School Meeting - October 9th, 2007

Edward Anastas
1336 Oak St Apt A
Santa Monica, CA 90405
phone: 310 452-7452
edward@anastas.org

COMMENTS:

I was born and raised here in Los Angeles and I have to say that I am embarrassed about the condition of our city. People LAUGH about our situation when I discuss Los Angeles. Yes, we are a JOKE! It is an absolute outrage that we have not been working on doing more! and now, this meeting/study is all we have to show for! Someone should be fired for this extreme level of incompetence and negligence!

Even this process that you are talking about is not a solution. It is only a study that will probably take upwards of a year and then once it is done it still may not result in any funding from the Federal government! We know all too well after Katrina that we cannot rely on our Federal government to get us out of this mess. We need to make it a priority and take action from many different angles, lastly being from Federal funding. COME ONE PEOPLE! WAKE UP! We need 1) State funding, 2) Federal funding, 3) Alternative private funding options... and NOT ONE LESS. We need to look into all of these options and get them all going simultaneously. You have to realize we are trying to catch up now. We were behind when we were working on the red line down Wilshire and now we are not just behind, we are pathetic!

I have lived in New York City (three years), Europe (9 months), and traveled to some of the most important transportation capitals of the world, like Curitiba Brazil, Paris, Dublin, Basil, Milan, Madrid, London, Tokyo and locally San Francisco, Chicago, Seattle, Boston etc., etc. I have experienced the gamut of transportation options in addition to studying Urban Design at Columbia University.

Gas companies have had record profits, why... because the corporate model is designed to make money... THAT'S IT! not to look out for our interests. Along with the car companies they sabotaged our public transit systems early on and left us with no other choices than gas guzzling cars! We need to make them pay for the transit that these corporations destroyed by taxing their profits. We need at least a 50% tax on their profits which would be just a start in recovering our transit systems. Exxon alone made \$10 Billion dollar profits in 2005, let alone the others like BP and the car companies as well over the last decade.

Although I am not representing Cycle Santa Monica (<http://cyclesantamonica.blogspot.com>), I am a member. I want to bring up the importance of bicycle transportation by looking at Berlin who is trying to have 14% of their commuters on bikes! (see attachment A) They are doing this using dedicated bike ways and several other means. Lyon France has been using a Velov bike sharing system (see attachment B) for several years and several other cities are already investing in this same system.

I also STRONGLY, STRONGLY! support MONORAILS, because of the cost comparison and time it takes to get them implemented.

We need incentives for living close to our work, NOW! We should receive tax breaks for living close to work and a lot of breaks to make people wake up! match Pasadena's \$500 rebate on electric bikes! It would be very easy to get our city to be way greener and use public transit more if we didn't all live an hour from our work.

There should also be penalties for driving too far to work and we need to put a ban on funding for new highway construction. It has been proven throughout the world that making it easier for cars will only promote them. Take a look at Copenhagen how they don't allow car transport through certain areas of the city, only delivery trucks. As you approach the central axis of the city you cannot pass through the main street, but rather are required to go around. I know this may seem counterintuitive, but making traffic worse is really going to be the only way to wake people up to public transit, as it has done for this study, but it can get much worse.

GENERAL COMMENTS:

- NY city has \$11.6 Billion dollars worth of transit projects in planning. WHY DON'T WE HAVE THIS BUDGET! ? Where are our priorities.
- For cross town traffic implement overhead electric street cars, Circular Monorail systems, and very importantly! Bike sharing systems (see Velov bike sharing below).
- Please read the article attached on Berlin Bike City (http://www.treehugger.com/files/2007/07/bike_city_berli.php).
- Velov Bike Sharing system for local and cross town traffic has reduced car traffic in Lyon by 10%! (video - http://publish.vx.roo.com/sbs/portal/?channel=Best+of+Dateline&clipId=1207_59976&bt=NS&bp=MAC&bst=FF&blec=false).
- Pasadena gives \$500 rebate on electric bikes. I have owned an electric bike since January now and with the electric assist, there is no excuses... Anyone can ride them easier than a regular bike.
- Support this type of transit with dedicated bike routes like Pear St near Ocean Park and Broadway (bike lanes).
- Tax breaks for living close to work.
- Monorails = faster implementation and cheaper budget. Integrated with a suspended monorail system, we can use the structure above to provide ideal wind and solar power generators (<http://pacwind.net>).

SHOULD THERE BE A NEW TRANSIT ALTERNATIVE TO SERVE THE WESTSIDE?

Of course! But I found it amazing that we are only focusing on the more wealthy areas of the city! We need to implement this throughout the city ASAP!

DO YOU WANT A STATION IN YOUR COMMUNITY?

This question is extremely naive in my opinion! Of course everyone wants a stop in their community! So get started, anywhere you can, just do it. I will move to a station in one month if I really want to be by one.

WHAT'S IMPORTANT TO YOU IN EVALUATING OPTIONS?

TIME!!!! How fast and how many can you get under construction as quickly as possible?

WHAT MODE OR ALIGNMENT DO YOU WANT STUDIED?

I was fortunate enough to have a meeting with the transportation department of the city of Milan. One of the important realizations that I came out of that meeting with was that **THE CITY CHANGES AROUND TRANSPORTATION!** and it changes **MUCH FASTER THAN YOU THINK!** once a transit hub is indicated for an intersection, it will take a matter of a couple years to develop the housing and mixed use commercial around that node. In many cases this can happen simultaneously with the construction of the transit lines. These new transit options do not need to be surgically implanted in the city. Select routes that can be implemented faster! that is the priority. Venice is an excellent option for that. Please see my additional comments bulleted below.

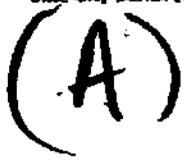
- We should be building both options of the Purple line and many many more!!
- We **NEED** a Sepulveda Monorail line from the Valley through to LAX and down to Orange County.
- We need some transit option down Ventura Blvd from Thousand oaks to the red line. This one probably needs to be a subway.
- We need local cross town street cars (see Dublin Ireland... very high tech examples) to get people used to transit and to be able to take local trips over local distances.
- The Expo line is too close to the Purple line. This should come down Venice Blvd and stimulate growth there as well. We cannot think about Santa Monica only. Ultimately this will need to cross the entire city. Spread these out, don't waist our resources.
- The Purple line should not end at the Ocean! For now the project can stop at the ocean, but consider future expansion direction down to Venice and onwards.

I really hope this is not all you guys have! We cannot rest our hopes on a study! We need to get moving. Move to the private sector for funding. Give them a cut of the fares until they are paid off, whatever it takes.

Sincerely,



Edward Anastas



Bike City Berlin

by Christine Lepisto, Berlin on 07. 1.07
CARS & TRANSPORTATION (bikes)

[HUGG THIS](#)



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26 diggs digg it

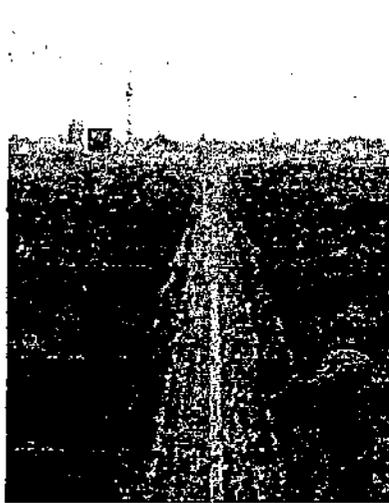
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& 48v \$495+
www.iloveebikes.com



Two years ago, the Berlin Senate decided that bikes should make up 15% of city traffic by the year 2010. Results released from the newest traffic study of the Berlin Development Administration show that the goal could be reached early: the number of bicyclists has more than doubled in the last decade to 400,000 riders daily, accounting for 12% of total traffic.

Some attribute the gain to habits formed after measures that encouraged bicycling during the 2006 Football (soccer) World Cup. High gas prices undoubtedly also play a part. But a clever investment strategy in biking infrastructure is more likely the primary facilitator of the migration to human powered vehicles.

Measures initiated by the Berlin Senate have doubled the network of demarcated

bike lanes on city streets in the past three years. According to the Senator for City Development in Berlin, last year 2.5 million Euros were spent on improving and expanding the Berlin bike paths and bike lanes. The program also targeted improvement of connections between train stations and bike paths, and over 3000 bicycle parking places have been built on 40 stations. Unfortunately, the carrying of a bike on the public transport will continue to require purchase of an extra ticket.

The current situation in Berlin is the envy of many a city: Berliners have access to 620 Km of bike paths, 80 Km of bike lanes in the streets, 70 Km of bus lanes which are also open to bicyclists, 100 Km of combined pedestrian/bike paths and 50 Km of marked bike lanes on the sidewalks. The Berlin Senate Bicycle Traffic Strategy foresees pulling all these routes together into a network with primary routes running from the city center out to the suburbs and two traffic rings by 2016. Park-and-ride facilities will be added at 20 additional U-bahn stations in the coming year.

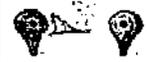
Additionally, 16 million Euros were invested in expanding intercity bike paths for bicycle tourism. Tourism by bicycle has seen a strong increase according to the German Bicycle Club (ADFC), especially on the route along the former Berlin Wall and for trips on long distance bike paths such as the Berlin-Copenhagen route.

Everyone say it with me: "Ich liebe mein Fahrrad!" (I love my bike!)

Via [Die Welt](#)

Image via [Radzeit](#), [Stemfahrt 2007](#)

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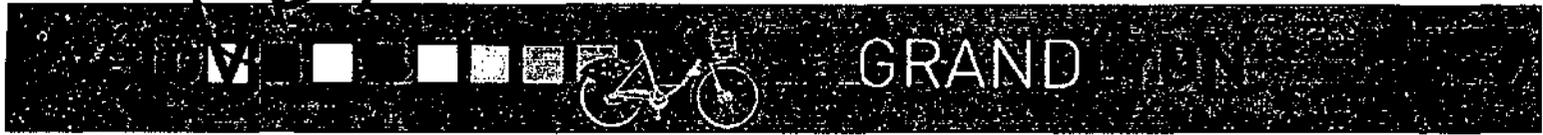
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Ich liebe mein Fahrrad!

(B)



HOW IT WORKS

RATES

TERMS & CONDITIONS

STATIONS

CONTACT



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HIS BIKE
HER BIKE
OUR BIKE
THEIR BIKE



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BENJAMIN L. PICK

October 9, 2007

Mr. David Meiger, AICP
Project Manager
Los Angeles Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Subject: Westside Extension Corridor Study

Dear Mr. David Mieger:

As you well know, motor traffic in Los Angeles/Westside is increasing yearly. The result is more people spending unproductive time in stalled traffic, consuming gasoline, and increasing carbon exhaust, a primary cause of global warming.

A subway system along Wilshire Boulevard with stations at La Cienega and Beverly Drive in Beverly Hills, a station in Century City, at Wilshire and Gayley in Westwood and two in Santa Monica, with the last station close to the Pacific Ocean, will accommodate the greatest number of passengers and be the most productive.

Subway stations along the Wilshire Corridor will serve an enormous number of people across the work and entertainment spectrum while reducing motor congestion on the street, which in turn will improve the health of the community. Decreased motor usage will in turn encourage non-motorized street and pedestrian activity.

Neighborhoods located near subway stations will benefit individually from the ability to access rapid transit (saving money on automobile expenses), increased time with family, work or friends, and economically through an increase in property values. For office buildings and retail establishments, the economic benefits will be substantial for staff and in terms of customers.

A Wilshire subway will realize the vision promoted more than thirty years ago by Mayor Bradley as well as subsequent administrations. I need to have, the people need to have, and the City of Los Angeles needs to implement the construction of a Wilshire subway that will take us into the twenty-first century.

Yours in anticipation of implementing this survival project,



Benjamin L. Pick

Copy: Jody Feerst Litvak
Regional Communications/Metro
One Gateway Plaza
Los Angeles, CA 90012

Nazy Firoozi
4134 Lincoln Avenue
Culver City, CA 90232

October 11, 2007

Los Angeles County Metropolitan Transit Authority (METRO)
Attn: Mr. David Mieger, AICP Project Manager and
Members of the METRO Board of Directors
One Gateway Plaza
Los Angeles, CA 90012-2952

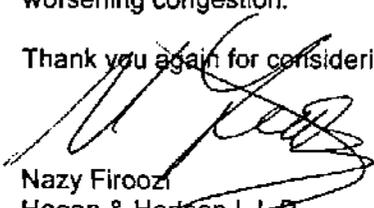
Dear Mr. Mieger and MTA Board of Directors:

Thank you for giving us the opportunity to address our concerns and voice our desire to bring viable transit options to the Westside which is impacted daily by increasing congestion, as well as a lack of public transportation alternatives to help address these conditions. As a constituent within the Century City community, I would like to see the following transportation modes considered:

- A subway connection into Century City
- Subway stations (stops/portals) at Santa Monica Blvd. and Avenue of the Stars; and Constellation and Avenue of the Stars
- A north/south connector from Expo Light Rail (which runs parallel to the I-10 fwy)
- More buses, including Metro, Santa Monica, Culver City, Commuter Express, to and from Century City – especially after 5:30 p.m. to accommodate employees
- Transportation connector between Beverly Hills and Century City.

The Westside has been neglected for too long. We need alternative modes of transportation to help reduce congestion, minimize travel times, and improve the environment. We believe that residents and commuters will embrace public transit in record numbers as soon as opportunities are available, and we fully support the appropriation necessary to fund local projects and relieve worsening congestion.

Thank you again for considering my concerns.



Nazy Firoozi
Hogan & Hanson L.L.P.
1999 Avenue of the Stars
Suite 1400
Los Angeles, CA 90067

October 11, 2007

Mr. David Mieger, AICP
Project Manager and Deputy Executive Officer
Los Angeles County Metropolitan Transportation Authority
Mail Stop: 99-22-5, One Gateway Plaza
Los Angeles, CA 90012

Dear Mr. Mieger:

I am writing in strong support of extending the Metro Purple Line. Specifically, I support a below-grade heavy rail connection to the City of Santa Monica via Wilshire Boulevard. I believe the subway line will be heavily used, as the Wilshire corridor is one of the densest in the nation and connects a variety of employment centers, residences, and other attractions. Additionally, a Westside connection to the Hollywood/Highland Red Line station seems very sensible since there is currently no direct freeway route from Hollywood to the Westside. Thank you for your time and consideration.

Sincerely,



Steven Lee

1921 Whitley Ave. #18
Los Angeles, CA 90068
steventlee@gmail.com

Tom Esparza
7236 Fountain Ave #4
West Hollywood, CA 91406

Mr. David Mieger,
AICP, Project Manager and Deputy Executive Officer
L.A.C. MTA
Mail Stop: 99-22-5,
One Gateway Plaza
Los Angeles, CA
90012.

October 11, 2007

Dear Sir,

Should I not be able to attend a hearing I would like to recommend the following route for the Westside extension:

Wilshire to San Vicente then turn on San Vicente:
(Beverly Center, Cedar Sinai)

Continue north on San Vicente to Santa Monica Blvd
(city of West Hollywood, MTA garage)

West / left on Santa Monica Blvd. towards Century City
(Bev Hills, Rodeo Drive, Wilshire & Santa Monica, Century City Shopping Center)

Continue on Santa Monica Blvd. turning on Westwood to Wilshire
(UCLA, Federal Bldg.)

Continuing on Wilshire to the city of Santa Monica and the Pacific Ocean
(Third Street Promenade, city of Santa Monica)

A slight variation can be made to accommodate The Grove - Farmers Market, which are already having traffic problems of its own, should you wish to include that area.

Instead of a straight shot down Wilshire, this route will have a tendency to incorporate areas that need and or will use mass transit verses a route that is too far south for most while still relieving traffic on the Wilshire corridor. With the route mentioned above, only Wilshire & San Vicente to Wilshire & Santa Monica Blvd is being detoured, those passengers can travel to the Beverly Center area or Santa Monica Blvd to make their connection. The Wilshire & Santa Monica Blvd to Wilshire & Westwood part of the route is still covered via Century City then to Westwood.

I wish I could take credit for this route but I read about this route it in the L.A. Times a few months back and it seemed to make a lot of sense.

I thank you for your taking time to reviewing my suggestions.

- Tom Esparza

PS: I was unaware you had a website with some of this route information already covered, some of my information is already covered there.

**Richard Stanger
2409 Clark Avenue
Venice, CA 90291
(310) 823-0744**

October 12, 2007

David Mieger, AICP
DEO for Westside Planning
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mailstop 99-22-5
Los Angeles, CA 90012

Re: Purple Line Alternative

Dear Mr. Mieger:

Although I submitted comments this past Tuesday at the public meeting, I wanted to follow up with a letter.

I am asking that one alternative studied be a two-mode alternative composed of the extension on the Purple Line to Westwood or Federal Avenue plus a light rail link between Westwood and the Expo II alignment. The light rail operating plan would be service between Westwood and downtown Santa Monica using the Expo II right-of-way. Reasons why this alternative is attractive include the following.

- The Extension of a subway from Westwood to downtown Santa Monica will be far more expensive than this light rail link.
- Because the Wilshire corridor west of the 405 is primarily residential this alignment will be more controversial and will have limited future development potential. The employment centers west of the 405 are in the southern half of Santa Monica along the Expo II corridor.
- As the line nears downtown Santa Monica it comes closer and closer to the Expo Line thereby overlapping commuter-sheds. A fraction of the money spent on a subway to Santa Monica may be better spent getting the Expo Line closer to downtown Santa Monica perhaps in a subway configuration.
- By connecting the Westwood (Purple Line) station with the Expo Line, the MTA begins the building of another required (Proposition A) linkage: the Coast Line between Westwood and the Airport area. If the Expo II alternative selected uses the Venice Blvd. alternative, half of the Coast Line would then be in place.

I would also like to note that to reflect the operating characteristics shown in your slides, the BRT alternative would have to be on an aerial guideway. That should be made more

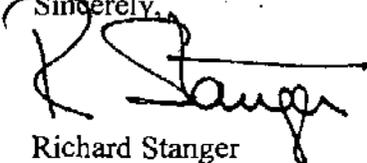
clear. Also, the Orange Line has shown that BRT's capacity is limited to around 25,000-30,000 at-grade, so that even if there was room to fit a BRT right-of-way along the alternative Purple Line alignments, it would not have the capacity required. An aerial BRT configuration may have more capacity, but nowhere near a mode that can be train-lined. Moreover, the comment that BRT is less expensive to operate than LRT is very questionable. I am sure that on a per-passenger or per passenger-mile basis this is not correct, although it may be true that a mode carrying only 25,000 people/day may cost less in the aggregate to operate than one that carries 80,000 people.

I believe the Wilshire Blvd. alignment using rapid transit technology in subway is best for the following reasons:

- Only this mode provides the capacity that will be required in the future.
- Given that its trains will operate out of an existing Railyard and be an extension of an existing service, it will be less expensive to operate than the other modes – and will make the Red Line less expensive to operate as well.
- Wilshire Blvd. already has the land use concentrations typical of a mature subway line; the Santa Monica Blvd. alignment does not between Hollywood/Highland and Century City. I believe that the Santa Monica Blvd. alignment should also be built, but later, and that provisions for this connection at Wilshire/Santa Monica should be part of the construction cost.
- The Vermont Station has already been designed to handle an efficient westward branching movement. Retrofitting the track for such a move at the Hollywood/Highland Station will be very expensive and may not allow trains to use the Hollywood/Highland Station. (I assume the branching movement would be North Hollywood-Westwood for the greatest ridership.)

Finally, all costs considered, the largest expense of a subway line are the stations, virtually one-half of the cost. (This is based on the cost analysis of MOS-2 with one station/mile.) Station costs could be reduced by at least a third by removing the mezzanine level and raising the station box 30 feet. Fare collection could be done at either street or platform level easily with the existing proof-of-payment system, and less expensively (than with a mezzanine) at street level if fare gates are required. This station configuration should be considered as part of the design process.

I thank you and the MTA for allowing the public the opportunity to participate in the planning process.

Sincerely,

Richard Stanger



October 19, 2007

Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Attention: Jody Litvak

Ladies and Gentlemen:

Alternative Analysis for Westside Public Transit

I am Dan Walsh, the CEO of Beverly Hills Chamber of Commerce. Unfortunately, I was unable to attend your community outreach meeting held last night at the Beverly Hills Library regarding alternatives for public transit on the Westside of Los Angeles.

This letter is to state on the record that Beverly Hills Chamber of Commerce has taken a position in support of the recommendations of the Beverly Hills Mass Transit Committee which are contained in the Report from the Committee dated January 2006 and which was provided to your committee at the meeting last evening by former Beverly Hills Mayor Allan Alexander who is one of our officers and directors.

The Report states the following:

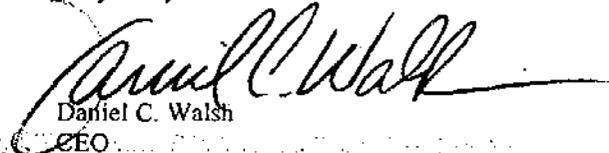
The recommended route alignment of the four studied was the continuation of the Wilshire Redline from the Wilshire/Western station straight down Wilshire through Beverly Hills turning southwest under Santa Monica Blvd. to Century City and then to points further west (i.e. to Westwood and to the City of Santa Monica).

As for station locations, the unanimous recommendations were at or near La Cienega Boulevard and Wilshire Boulevard, at the east end of the City, and at or near Beverly Drive and Wilshire Boulevard in the business triangle at the westend of the City.

In addition, the Committee unanimously determined that the recommended station locations appear feasible as to the construction of the stations and manageable with respect to operations, security and potential disruption during the construction phase.

The business community in Beverly Hills looks forward to the day when there is transit access to and from the City of Beverly Hills by a safe, clean subway system with stations located in Beverly Hills at the locations noted in the Committee's Report.

Very Truly Yours



Daniel C. Walsh
CEO

Beverly Hills Chamber of Commerce

Harold L. Katz, C.P.A.
hkatz@katzfram.com
Arnold I. Fram, C.P.A.
afram@katzfram.com

October 23, 2007

Mr. David Mieger, AICP and the MTA Board
Project Manager and Deputy Executive Officer
Los Angeles County Metropolitan Transportation Authority (METRO)
One Gateway Plaza
Los Angeles, CA 90012

RE: Westside Corridor Study

Dear Mr. Mieger and Honorable Members of the MTA Board:

I have spent 37 years working traffic and transportation as a Citizen Activist whose goal is to accomplish things and not stop things. This included membership in the mid 1980s of a 90 member blue ribbon committee of some of the heaviest hitters in the city. This included local, state and federal elected officials, representatives of the business community, etc. Our goal then was to get the subway built from downtown to the sea along Wilshire Blvd. with certain minor adjustments. Our committee's work ended when Congressman Waxman had a bill enacted that prevented that from happening.

I fully understand your requirement to study a corridor and multiple modes of transportation. However, the fact is that those who have worked for so long on this project know the alignment is along the spine of Los Angeles, Wilshire Boulevard, and the mode is a subway. With all due respect to those who suggest an elevated monorail, it isn't going to work on Wilshire Blvd.

As to the cost of digging a subway, if you amortize the costs over 200 years, it isn't that expensive. Consider that the London Tube was built in the 1860s and will be used for many years to come.

I urge you to approve a Subway line extending from Western down Wilshire Blvd. with stations at the major intersections, as well as the LA County Museum, Beverly Hills, a slight jog into Century City where some 40,000 to 50,000 people work and live, back to Wilshire Blvd with a stop at or on the property of UCLA where a major new hospital exists, 40,000 students attend and some 35,000 people are employed. Then back to Wilshire Blvd. with a stop at the Veterans Hospital, then continuing to the ocean.

This Subway should be dug in a manner so that it serves the city of Los Angeles as it will exist 50 years from now and not necessarily as it exists today. Leave room for the expansion that might be required, such as room to put tracks for express trains.

For the last 50 years government officials have continued to make the same mistake. In the interest of saving money, the criteria for what is built are made smaller. One only needs to read the Town Hall White Paper dated February 1947, 60 years ago, when they spoke of the hundreds of miles of freeways that were going to be built with room for trains to run down the center of the freeways. Of course it was cheaper to eliminate the land in the center and so the freeways were built without room for the trains. What a great investment that extra right of way would have been.

I would also remind the MTA that the Westside is some 60,000 jobs behind downtown, yet downtown has every rail head and as of today, the Westside has none. Need I say more?

I trust you will make the correct decision so that people 50 years from now do not write about how if only the elected officials in 2007 had made the correct decisions, etc.

Respectfully submitted

A handwritten signature in black ink, appearing to read 'H. L. Katz', with a long horizontal flourish extending to the right.

Harold L. Katz (aka Don Quixote)

HLK/crk



O:\HLK\Transportation&Traffic\102107 MTA Westside Corridor Study



YA Architect and Planner/AIA

Youssef H. Amin, AIA, Principal Architect
P.O. Box # 6906, Beverly Hills, CA 90212, USA
(310) 275-1001 Fax (310)275-7701
e.mail:ya@ya-aia.org web site: <http://www.ya-aia.org>

David Mieger, Project Manager
Jody Litvak
1 Gateway Plaza, MS 99-22-5
Los Angeles, CA 90012

Transportation Villages Los Angeles
Project #YA0518
Wednesday, October 24, 2007

Original Sent via US Mail

Hello David and Jody,

I am interested in the pending study for the Westside initially, the system at large ultimately. I have a new angle and perhaps a broader vision. The following points sum up my proposed approach:

- The Santa Monica Boulevard and Wilshire Boulevard corridors:
Rail with all its forms from Light to Elevated Heavy, to Monorail, to simple arguments which defy gravity – slower speed magnetic levitation can be easily implemented directly with the original German technology – without having to go through the “Boys from Pittsburgh”, or with a minimal discrete participation.
- The operating format within our current bus system may be modified making the bus become a moving safety haven zone, offering the community a better service which creates loyal commuters who feel attached and secure. [Clearly this involves a more complex plan that I would be interested in exploring with your team.]
- Keep City Planning away from trendy developers’ tactics via Land Use and Rezoning Ordinances; since the prevailing project-by-project Submittals are ordinarily fueled by a sputtering but strong economy. We consider using the existing MTA site for Division 7 in West Hollywood as a world class hub with a high density, Mixed Use Development that utilizes its Air Rights to its Highest and Best Use maximum economic value.
- Santa Monica Boulevard is the Diagonal Brace which stabilizes a surrounding grid; it ought to gain dominance for future planning, not only in transportation, but for all zoning elements from Downtown Los Angeles to the Santa Monica beachfront.

On the less intellectual and more of a gastronomical level, fine-tuning the Rapid and the Express bus lines may produce satisfaction beyond mere relief to the frustrated “Point A to Point B” traditional line system. While we still keep basic bus lines operating on Two Way on the same route basis; by using a nontraditional “looping” service to replace some of the rebound trips, normally associated with low ridership.



YA Architect and Planner/AIA

Youssef H. Amin, AIA, Principal Architect
P.O. Box # 6906, Beverly Hills, CA 90212, USA
(310) 275-1001 Fax (310)275-7701
e.mail:ya@ya-aia.org web site: <http://www.ya-aia.org>

By allowing the rebound buses in the low ridership areas to utilize existing highways, carpool lanes and even less crowded arteries, instead a round trip on the same route mentality which is 50% efficient, then we move passengers quickly while adding a new type of express service. Competition between Rapid or local lines on the same corridors with Express service, (the 920 is a vivid example) cannot be tolerated!; modification to the 920 route (as an example) to part away from Wilshire to lesser traveled Boulevards while it zigzags to pick up passengers from Wilshire/14th Street, then Century City adjacent to the mall and back to Wilshire via Olympic to turn left on Beverly Drive for maximum opportune passenger curb appeal. You can see if only the 920 route were to be tweaked a bit to follow Beverly Boulevard with the same Rapid stops as the 714 which can be eliminated, while the 920 avoids playing the same odds with its parent line, the 720, and continue to Downtown Los Angeles.

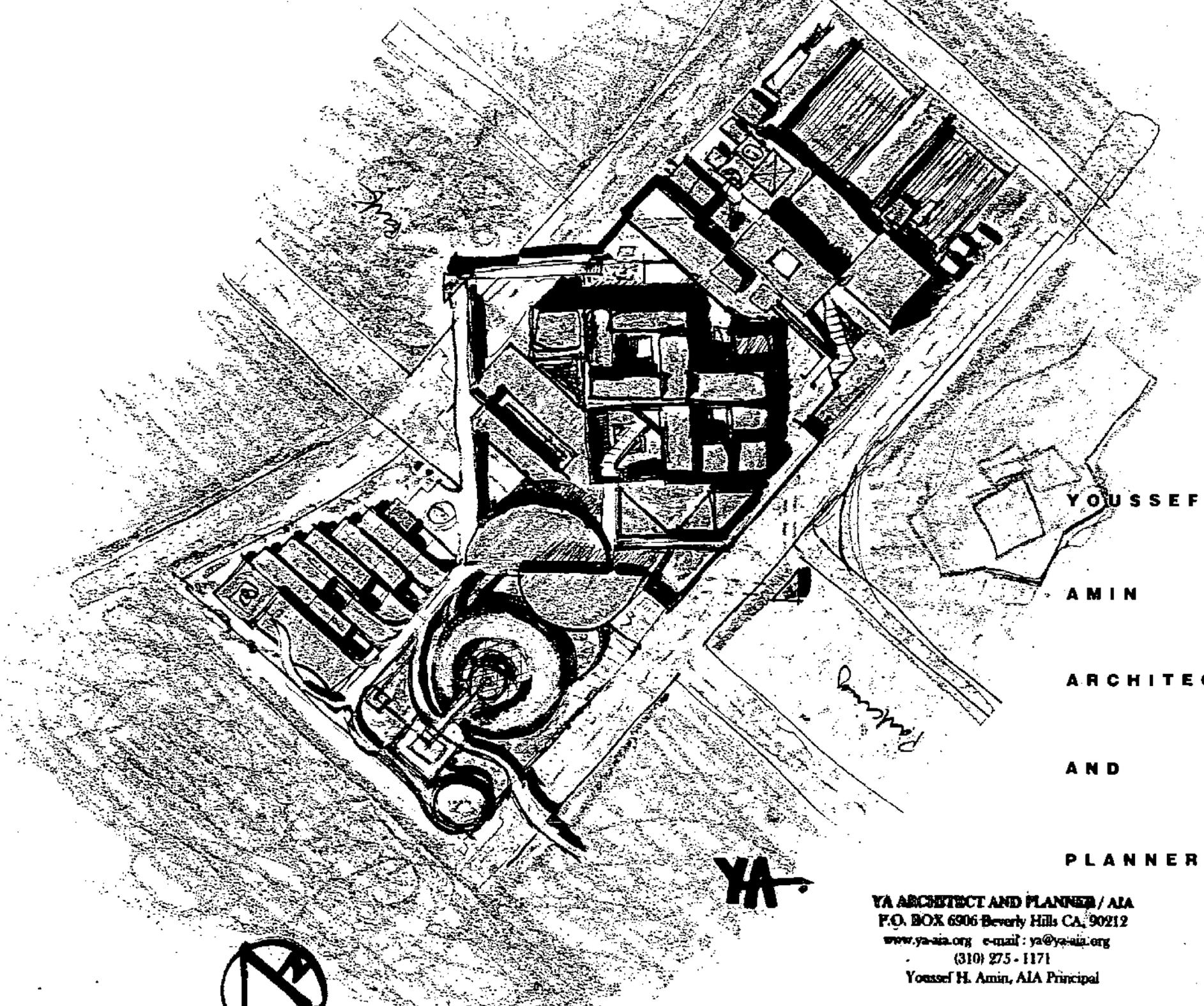
When traffic on Wilshire Boulevard is at its worst; the 920 will be looping from Century City mall back to intersect with Wilshire and Beverly Drive in much less time and continue to serve the entire route of the current 714.

I enjoyed very much meeting with you and your MTA associates at the scoping meeting for the Westside Extension Transit Corridor Study last week at the Beverly Hills Library. Needless to mention that my affinity for transportation goes back to my childhood with every system you can imagine or "intermodal" to speak liberally!; benefiting my career as an architect and planner as I became involved in transportation at many different levels from Busways, Airports, Transportation Corridors, even Suspended Cable Cars to Big Bear at a time to the design of Masterplans and Mixed Use Developments. You can imagine that my interest in transportation is deeply personal as well as professional; I intend to contribute as much energy to your agency and to our State in various hot spots where my projects coincide.

I greatly appreciate your time and look forward to your thoughts on this matter.

Warm regards,

A handwritten signature in black ink, appearing to read 'Youssef H. Amin', followed by a large, stylized flourish that extends across the bottom of the page.



YOUSSEF

AMIN

ARCHITECT

AND

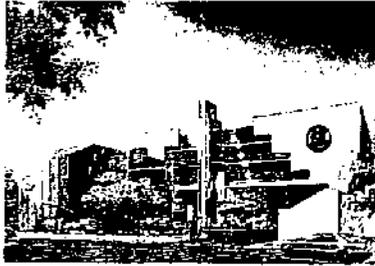
PLANNER



YA ARCHITECT AND PLANNER / AIA
P.O. BOX 6906 Beverly Hills CA, 90212
www.ya-aia.org e-mail: ya@ya-aia.org
(310) 275-1171
Youssef H. Amin, AIA Principal



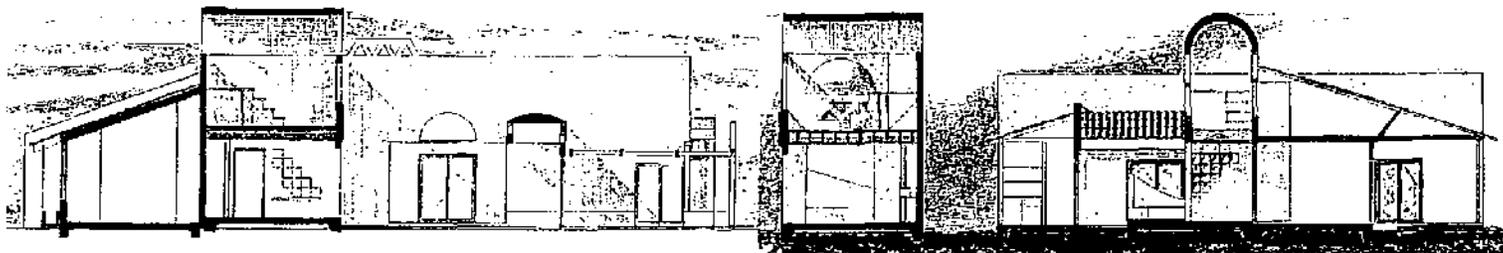
The design approach which identifies the elements of each project as they relate to both the functional and the supernatural equally, produce architectural statements of a unique nature and create the style of each building on its own, reflecting reality through its program and dreams through its expressions. The architectural vocabulary which Youssef H. Amin uses for each of his projects may vary from the extreme of controversy and anguish to the opposite phenomena of subtle proportions and passive harmony. The desire to provide identity with the building function many times is promoted to superior levels of discovery to new formulas and daring statements.



YOUSSEF H. AMIN

"Love is the main theme in Youssef Amin's work. He produces timeless architecture, which reflects his understanding of history, respect of the present, and glorious confidence in the future."

NATHAN SHAPIRA, Professor,
Design Department, UCLA



ARCHITECT & PLANNER

MR. YOUSSEF H. AMIN, AIA,* the principal and founder of this architectural firm brings to his clients the experience of over two decades of architectural and engineering practice.

Son of the eminent philosopher and artist, Hussein Amin, founder of the Contemporary Art movement in Egypt in the late 1930's, he was born in Cairo, Egypt on February 15, 1945. Mr. Amin graduated with highest honors at the Cairo School of Architecture influenced by such great masters of architecture as Doxiadis, Hassan Fathy and Ramsis Wisa Wassef. He worked with Andre Ravireaux in Algeria until his immigration to the United States.

Since 1969, his residency in the U.S. exposed him to a new scale where advanced methods and criteria merged into his Beaux Arts background. In the United States, Mr. Amin transcended all the values to a major transition into the future. Practicing with firms in New York and Pennsylvania, he mastered the art and technology of highrise developments, meeting the challenges of complex projects such as airports, hospitals, schools, hotels and large scale civic centers.

A U.S. citizen since 1975, and principal of his practice since 1977, Mr. Amin's firm was relocated to California in 1981, finishing to date several landmark projects and attractive developments. His bond with academia remains vivid and renewed through his lectures at the University of California and his participation in international conferences on development of the Third World.

PRODUCTION METHODS – A fully automated practice via two computer systems have liberated the firm's resources from the constraints of manual and traditional methods. office (administration, accounting, marketing etc.), or in the production studio (design, design development, production of working drawings and sources / data base for standards) a network of computers provides excellent productivity, and a precise quality control, minimizing errors and omissions, repetitive work etc. With the help of computers in both the administration and the technical divisions, more time is spent on actual engineering, design and refinement of concepts. Programs are Cadvance, Auto Cad, Wordstar, Lotus, in addition to a variety of In-House programs, all utilizing IBM equipment with capability to communicate with other computers at the offices of clients, contractors and consultants.

THE TEAM – A forum of professionals specialized in disciplines supporting a development effort, consisting of principal associates committed to performance. The consolidation of all talents and skills which are very difficult to find if approached separately, provides the opportunity of applying better coordination and the state of the art in planning and design.

*Member of the American Institute of Architects and the American Planning Association

天

October 26, 2007

Los Angeles County Metropolitan Transit Authority (METRO)
Attn: Mr. David Mieger, AICP Project Manager and
Members of the METRO Board of Directors
One Gateway Plaza
Los Angeles, CA 90012-2952

Dear Mr. Mieger and MTA Board of Directors:

Thank you for giving us the opportunity to address our concerns and voice our desire to bring viable transit options to the Westside which is impacted daily by increasing congestion, as well as a lack of public transportation alternatives to help address these conditions. As a constituent within the Century City community, I/We would like to see the following transportation modes considered:

- A subway connection into Century City
- Subway stations (stops/portals) at Santa Monica Blvd. and Avenue of the Stars; and Constellation and Avenue of the Stars
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- More buses, including Metro, Santa Monica, Culver City, Commuter Express, to and from Century City – especially after 5:30 p.m. to accommodate employees
- Transportation connector between Beverly Hills and Century City.
- (Other)
- (Other)

The Westside has been neglected for too long. We need alternative modes of transportation to help reduce congestion, minimize travel times, and improve the environment. We believe that residents and commuters will embrace public transit in record numbers as soon as opportunities are available, and we fully support the appropriation necessary to fund local projects and relieve worsening congestion.

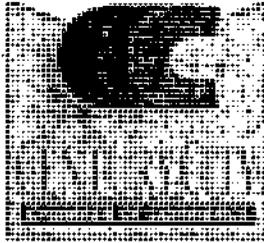
Thank you again for considering our concerns.

WOLen

William O'Neill

Bernstein Global Wealth Management
1999 Avenue of the Stars
21st Floor
Los Angeles, CA 90067

oneillwj@bernstein.com



October 24, 2007

Executive Committee

Century City Chamber of Commerce
Susan Bursk
President & CEO

Martin Capital Management, LLC
Michael Martin
Chairman of the Board

One Source
Carey Doss
Senior Vice President

Gregg Holwick Construction, Inc.
Mike Holwick
Treasurer & CFO

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Stefan Pollack
Director at Large

Northrop Grumman
Harris Sperling
Director at Large

Westbourne Capital Management, LLC
Chip Bailey
Immediate Past Chair

Los Angeles County Metropolitan Transit Authority (METRO)
Attn: Mr. David Mieger, AICP Project Manager and
Members of the METRO Board of Directors
One Gateway Plaza
Los Angeles, CA 90012-2952

Dear Mr. Mieger and MTA Board of Directors:

On behalf of the Century City Chamber of Commerce and our many constituent businesses, I appreciate this opportunity to address our concerns and voice our desire to bring viable transit options to the Westside of Los Angeles. The Century City community continues to be impacted daily by increased traffic congestion and a paucity of public transportation alternatives to help address these conditions. We would very much like to see the following transportation modes considered:

- A subway connection into Century City
- Subway stations (stops/portals) at Santa Monica Blvd. and Avenue of the Stars; and Constellation and Avenue of the Stars
- A north/south connector from Expo Light Rail (which runs parallel to the I-10 fwy)
- More buses, including Metro, Santa Monica, Culver City, Commuter Express, to and from Century City – especially after 5:30 p.m. to accommodate employees
- Transportation connector between Beverly Hills and Century City.

The Westside has been neglected for too long. We need alternative modes of transportation to help reduce congestion, minimize travel times, and improve the environment. We believe that residents and commuters will embrace public transit in record numbers as soon as opportunities are available, and we fully support the appropriation necessary to fund local projects and relieve worsening congestion.

Thank you again for considering our concerns.

Susan Bursk
President & CEO
Century City Chamber of Commerce

Thanks for your questions/comments.

Name: Carl Olson

Organization:

Mailing Address: P. O. Box 6102

City: Woodland Hills, **State:** CA **Zip Code:** 91365

Email: olson@lafn.org

Comment: Dear Metro: A new east-west traffic facility under Wilshire Boulevard would be a terrific public service. The tunnel should be built as a 6-lane expressway for all vehicles, and should not be built for subway trains. These are the advantages: 1. Hundreds of thousands of persons and businesses can benefit daily, rather than the few persons on subway trains. 2. The construction would be much less expensive. No need for stations. 3. There would be no ongoing subsidized operating costs which could cost the public hundreds of millions of dollars annually. 4. Persons who would have used the corridor for a subway would also benefit by being able to take buses on the exact same route. The buses would have much more flexibility of service and routes than the fixed subway trains. 5. The expressway could open up for business sooner than a subway. It could be opened in segments for vehicle traffic. No need to wait for delivery of train cars and other installations--which can take extra months. Metro should be maximizing the public benefit for the money. An expressway under Wilshire would be a terrific innovation for improving traffic. Moreover, it could be an excellent example for plenty more corridors to eliminate the perpetual traffic jams on freeways.

[Return to Westside Extension Transit Corridor home](#)



October 29, 2007

David Mieger
Project Manager, Metro
One Gateway Plaza
Mail Stop 99-22-5
Los Angeles, CA 90012

Re: Westside Extension Transit Corridor Study

Dear Mr. Mieger:

At its October 9, 2007 meeting, the Board of Directors of the Mid City West Community Council voted 29-0 to submit the following comments to Metro regarding the Westside Extension Corridor Study.

The Mid City West Community Council (Mid City West) is a certified Los Angeles neighborhood council. We represent stakeholders in the area bounded by the City of West Hollywood on the north; La Brea Avenue on the east; Olympic, Cochran and San Vicente on the south; and the cities of Beverly Hills and West Hollywood on the west.

Within our boundaries are located Wilshire Boulevard between La Brea Avenue and San Vicente, a likely route for any transit extension. Our boundaries also include the Los Angeles County Museum of Art, the La Brea Tar Pits/Page Museum, The Grove, the Farmers' Market, Cedars-Sinai Hospital and the Beverly Center, potential transit destinations. Our neighborhood is also the site of the Ross Dress for Less store on 3rd Street, where a methane explosion in the mid-1980s derailed efforts to construct the original Red Line through our neighborhood. In sum, any extension of transit through the Westside almost certainly will pass through our neighborhood, and must address safety and issues of particular concern to our neighborhood.

Mid City West requests that Metro's Westside Extension Transit Corridor Study examine the following issues:

Elevated/Surface/Below-ground:

There have been proposals to built elevated transit, including a monorail. Mid City West believes this option should be examined. Any such examination should include:

- Seismic safety;
- Visual impacts to the surrounding community;
- Limitations on routing; and

- How much property would have to be acquired for above-ground transitway and stations.

There are proposals to build surface transit, including light rail or bus rapid transit. This option should be examined. Any such examination should include:

- Traffic impacts, including spillover traffic in surrounding residential areas;
- Routing limitations;
- If surface modes would lead to loss of on-street parking, how replacement parking would be provided to protect local businesses and residents; and
- Air quality issues, including CO₂, CO and VOCs.

There are also proposals to place transit below-ground. This option should be examined. Any such examination should include:

- Safety issues, particularly methane and other poisonous gases;
- Seismic issues;
- Subsidence issues--our neighborhood does not want a repeat of issues that plagued construction in Hollywood; and
- Possibility of underground busway, which may offer cost savings and route flexibility over fixed-rail.

Mode: Rail/Bus/Other

Many stakeholders in Mid City West, including the Miracle Mile Chamber of Commerce, strongly support a subway. Other stakeholders strongly support bus transit. Mid City West requests that all options be fully and fairly evaluated, including the following issues:

- Analysis of differences in projected ridership among various modes
- Whether people would be willing to walk or bicycle further to use rail rather than buses.

Route/Stops:

Particularly if Metro elects to build underground, there is no particular reason the route must slavishly follow surface streets, such as Wilshire Boulevard. The Mid City West neighborhood includes possible destinations that are not on Wilshire Boulevard.

Metro should examine the desirability (in terms of potential ridership and cost) and feasibility of deviating from Wilshire Boulevard. Specifically, Metro should consider the following possible routing options:

- It seems obvious that there should be a transit stop at the Los Angeles County Museum of Art and the La Brea Tar Pits. However, Metro should examine whether a LACMA/Tar Pits stop should be located closer to 6th Street, which would make transit more accessible to the nearly 10,000 people living in Park La Brea, the

Palazzo, and the Park La Brea Villas, between 3rd and 6th Streets east of Fairfax Avenue.

- Metro should evaluate whether a stop should be located to serve The Grove/Farmers Market. If The Grove truly has more annual visitors than Disneyland, as its owners claim, Metro should consider placing a transit stop here.
- Cedars-Sinai Hospital/Beverly Center. Metro should consider whether the employment and residential density in this area warrants transit service here. Metro should also consider whether the hospital serves a transit-dependent population that would benefit from transit.
- Use of the old Pacific Electric right-of-way along San Vicente Boulevard and Burton Way. This route would pass close to Cedars-Sinai Hospital, but would also include the densely-populated Burton Way corridor from La Cienega Boulevard into Beverly Hills. Does it make sense to build transit where people already are, or where Metro and the City of Beverly Hills hope that future development will be? What has been the experience with the Green Line, Gold Line and Expo Line in building transit where it is easy to build and one hopes to create transit ridership, rather than where transit destinations and populations exist.

Full Funding:

Many Mid City West stakeholders object to phased construction that would terminate near Wilshire and Fairfax.

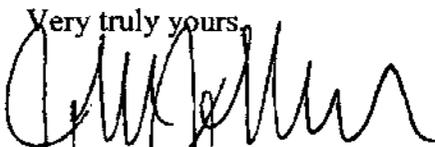
Construction Impacts:

Mid City West stakeholders want Metro to fully assess and mitigate temporary impacts, including traffic and noise, that would occur during construction.

Traffic/Parking

Because stations likely will be located in our neighborhood, Mid City West requests that Metro assess additional traffic that will be generated by people using transit, and the demand for parking at transit stations, and develop adequate plans to mitigate increases in traffic and provide necessary parking.

Very truly yours,



Jeff Jacobberger

Chair, Transportation, Parking
& Streetscape Committee

Mid City West Community Council



WESTSIDE CITIES

- BEVERLY HILLS
- CULVER CITY
- LOS ANGELES
- SANTA MONICA
- WEST HOLLYWOOD

October 29, 2007

Mr. David Mieger, AICP,
Project Manager and Deputy Executive Officer
Los Angeles County Metropolitan Transportation Authority (METRO)
One Gateway Plaza
Los Angeles, CA 90012

Dear Mr. Mieger:

The Westside Cities Council of Governments (WSCCOG) is comprised of the cities of Beverly Hills, Culver City, the City of Los Angeles (Western Council Districts), Santa Monica and West Hollywood.

The WSCCOG has formally adopted three priority transportation and infrastructure improvement projects, one of which is the "Westside Subway Extension Project". A fact sheet relating to this project as defined by the WSCCOG has been approved by the WSCCOG Governing Board and is attached for your reference.

We are aware that Metro's Board of Directors has authorized an Alternatives Analysis for the "Westside Transit Corridor Extension" which will review previous planning studies, and update materials in relation to the new and changed conditions along the Corridor and will look at various modes including Bus Rapid Transit (BRT) with dedicated bus lanes, as well as at-grade, below-grade, and above-grade rail options, and at least two alignments respectively along Wilshire and Santa Monica Boulevards.

The WSCCOG believes strongly that to address traffic congestion along the western transit corridor, the project should be a subway because existing rights-of-way are already at capacity, ridership would quickly overwhelm any other mode proposed for this transit corridor, heavy rail would provide the highest capacity--capacity to serve current and future ridership, and will provide for a seamless connection to the existing subway system. The WSCCOG is also in unanimous agreement that alternate routes should be studied and that the subway must extend to Santa Monica. Additionally, in recent months, the member cities have reconfirmed their support for this project, specifically agreeing to:

1. Enlist their best efforts to agree on the most appropriate alignment that will best meet the transportation needs of the corridor;
2. Actively participate in the planning process for this project; and
3. Concur that no member city will be "left behind" and shall have direct access to either or both the Westside Subway Extension and the Exposition Light Rail Project.

7901 Chase Avenue, Los Angeles, California 90045-1001
Tel: (310) 645-8331 ■ Fax: (310) 645-6621 ■ Email: jhallesser@ca.rr.com

Mieger
October 29, 2007
Page 2

On behalf of the WSCCOG, I ask that you please take note of our comments and recommendations and I thank you and your staff for your time and consideration.

Sincerely,

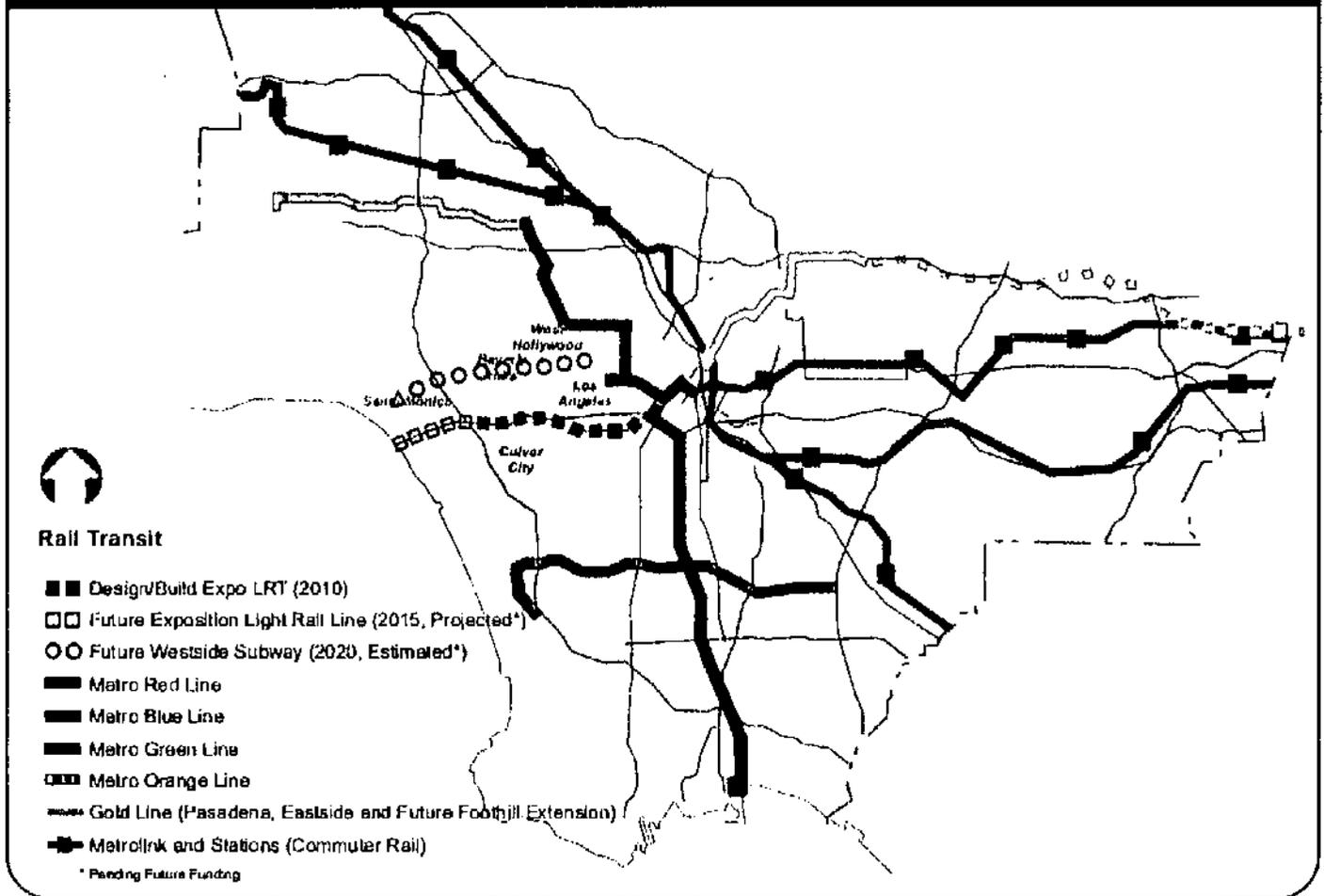
A handwritten signature in black ink, appearing to read 'L. Briskman', written over the word 'Sincerely,'.

Linda J. Briskman, Chair
Westside Cities Council of Governments

LJB:jhe

Cc: Council Member Pam O'Connor, Chair Metro
Mayor Antonio Villaraigosa, Metro Board Member
Supervisor Yvonne Burke, Metro Board member
Supervisor Zev Yaroslavsky, Metro Board member
WSCCOG Board Delegates and Alternates

Westside Subway Extension



Synopsis

The Westside Subway Extension is an important part of the overall regional strategy to enhance mobility and relieve congestion on the Westside of Los Angeles County. The Westside Subway Extension will connect the existing regional transit system to major employment, activity and entertainment centers of West Hollywood, Beverly Hills, and West Los Angeles, continuing to the

ocean via Century City and UCLA. This subway will improve mobility along a corridor that is currently served by transit lines with the highest ridership in the region operating on congested east/west arterials. With limited opportunities to expand existing roadways, the Westside Subway Extension provides the only significant opportunity to expand transportation capacity along this corridor.

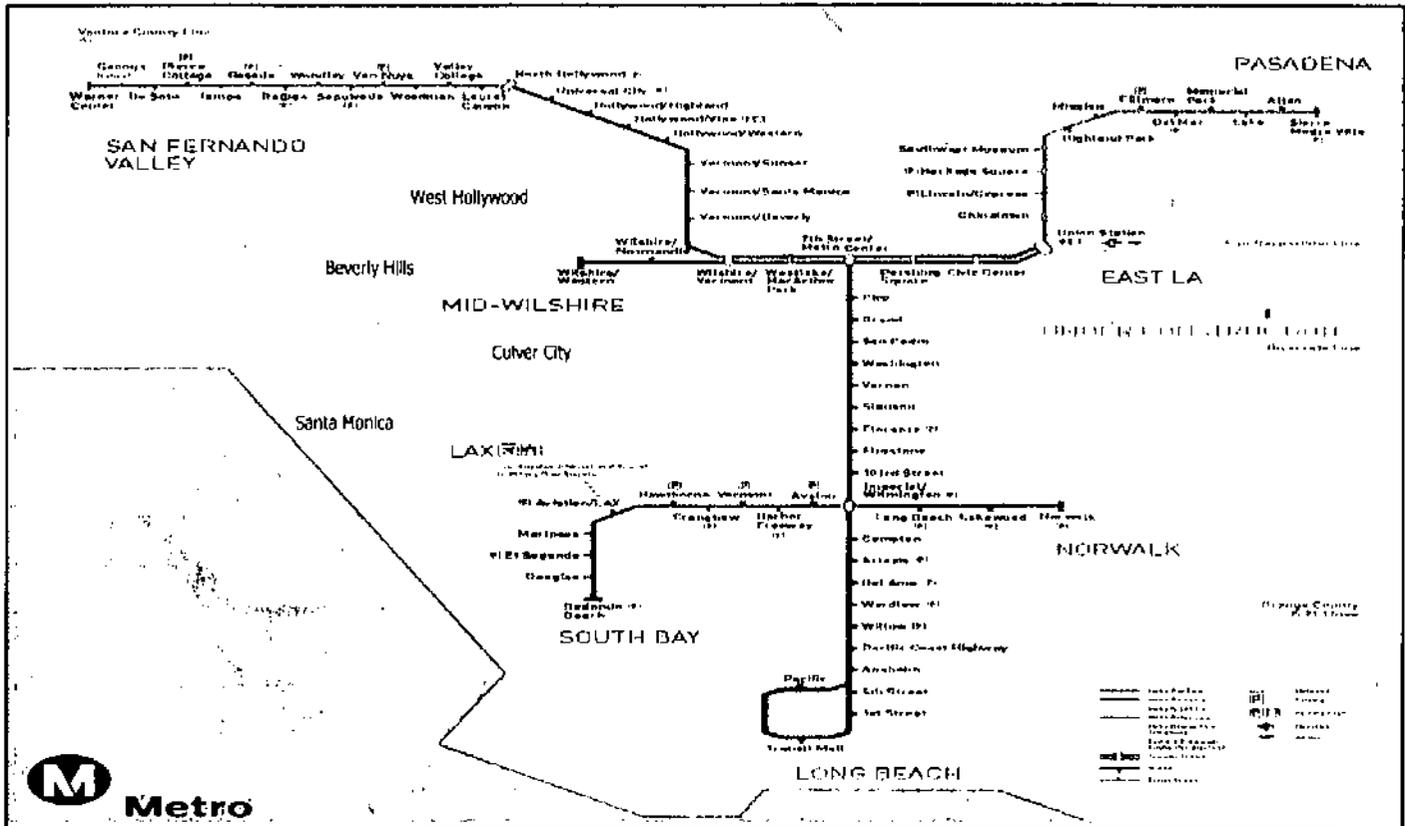
Do you know?

The Westside has 462,467 jobs. It is the second largest employment area after downtown L.A. with 557,951 jobs. The Westside produces roughly 18% (est.) of the County's sales tax with 6% of the total County population and 3% of the County landmass.



Completion of the Westside Subway Extension is Important because it will...

- ❖ Provide a needed linkage from Downtown Los Angeles and the region at large to the communities of Beverly Hills, West Hollywood, West Los Angeles, and the San Fernando Valley.
- ❖ Relieve congestion on east/west arterials, including Wilshire, 3rd Street, Beverly, Melrose, Santa Monica and Sunset Boulevards.
- ❖ Offer high capacity and reliable public transit to accommodate increasing high travel demands and serve a large transit-dependent population in the region. Metro projects 14-15 million annual boardings for the completed line.
- ❖ Provide a potential catalyst for transit-oriented development that creates housing, jobs, commercial space and urban plazas.
- ❖ Provide access to the two largest employment areas, the West side and downtown Los Angeles.



The Westside Subway Extension could extend from either existing Metro stations at Wilshire/Western or Hollywood/Highland. The Westside Cities will enlist their best efforts to agree on the most appropriate alignment that will best meet the transportation needs for the corridor.

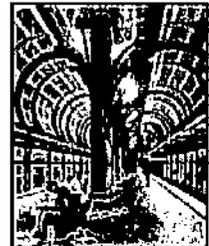
Preliminary cost estimates are \$300 million per mile (2006 construction cost). An extension to Westwood/UCLA is approximately 9 miles, depending on route alignment. An extension to the ocean is an additional 4.5 miles.

The robust economic base and diverse cultural and recreational amenities on the Westside warrant both the Exposition Light Rail and Westside Subway Extensions. These two distinct projects have different project timelines and complement each other by serving two distinct and separate corridors.

Project Status:

The Westside Cities of Beverly Hills, Culver City, West Hollywood, and Santa Monica have approved resolutions supporting the inclusion of a Westside Subway Extension in the next update of the Metro Long Range Transportation Plan. Congressman Henry Waxman introduced H.R. 4653 seeking to repeal restriction on federal funding for subway construction which had previously halted the expansion of the subway.

Metro has recently issued a Request for Proposal to initiate project planning, including an Alternatives Analysis, that will identify the best route and station locations.



WESTSIDE CITIES
 • BEVERLY HILLS
 • CULVER CITY
 • LOS ANGELES
 • SANTA MONICA
 • WEST HOLLYWOOD
 • COUNTY OF LOS ANGELES

Aaron Kunz
 Deputy Director of Transportation
 City of Beverly Hills
 (310) 285-2452
 akunz@beverlyhills.org

Terri Slimmer
 Transportation and Transit Manager
 City of West Hollywood
 (323) 848-6375
 tslimmer@weho.org

<http://westsidecities.org>

Required Action:

- ❖ Advocate Metro Board to award agreement to initiate project planning.
- ❖ Advocate for inclusion as a high priority project in Metro's Long Range Transportation Plan (Summer 2007).
- ❖ All Westside Cities will actively participate in the planning process. Representatives from each of the Westside Cities concur that no City will be "left behind" and have direct access to either or both the Westside Subway Extension and the Exposition Light Rail Project.
- ❖ The Westside Cities want to ensure that the Alternatives Analysis include a subregional transit system analysis and link directly with the SCAG regional housing analysis as land use and transportation are critical partners in addressing congestion caused by increasing density of the Westside.

October 29, 2007

To: Mr. David Mieger
AICP, Project Manager & Deputy Executive Officer
Los Angeles County MTA

From: Lynn Lustig
Spaulding Square - Historic Preservation Overlay Zone

Re: Subway extension from Hollywood Highland

Attachment: Email sent to CD4 - Councilman LaBonge

Thank you for arranging the West Hollywood Meeting on the Westside Extension Transit Corridor Study. I was the first to speak after the West Hollywood Council Members. I have attached a copy of an email to CD4. I thank you for listening to my comments and concerns at tonight's gathering.

Best,

Lynn Lustig

lynnlustig@prula.com or lynnlustig@ca.rr.com

310-967-0506

lynn lustig

From: lynn lustig [lynnlustig@ca.rr.com]
Sent: Monday, October 29, 2007 10:36 PM
To: lynnlustig@ca.rr.com
Subject: FW: West Hollywood MTA meeting on 10/29

-----Original Message-----

From: lynn lustig [mailto:lynnlustig@ca.rr.com]
Sent: Monday, October 29, 2007 10:12 PM
To: 'councilmember.labonge@lacity.org'
Cc: 'renee.weitzer@lacity.org'; 'stacy.marble@lacity.org'
Subject: West Hollywood MTA meeting on 10/29

Dear Councilman LaBonge,

Thank you very much for being at the West Hollywood meeting on the Westside Extension Transit Corridor Study. My husband (Bill) and I are residents of Spaulding Square - HPOZ and I thank you for acknowledging me (the cook) at our harvest festival last Saturday. We appreciate that you and Stacy came by to celebrate the 14th edition of our neighborhood party.

As expressed at the West Hollywood meeting, Bill and I, along with others residents in Spaulding Square and Sunset Square, are in favor of a subway system, but please - not down Sunset Blvd., a street that is flanked by lovely Single Family Neighborhoods between Gardner and Fairfax. We also ask the any subway extension not be routed underneath residential neighborhoods, but run underneath major arterial commercial streets. A subway station at Sunset & Fairfax would most negatively impact Spaulding Square (just east of Fairfax and south of Sunset Bl.) and Sunset Square (north of Sunset). Our neighborhoods are taxed by traffic and noise pollution along with other issues that accompany urban development. It is becoming increasingly difficult to preserve any type of quality of life in our neighborhoods as we are literally in the midst of urban sprawl.

An extension of the Hollywood/Highland subway route south down Highland Ave. and west on Santa Monica Bl. all the way out to the Westside is, however, an acceptable route. Certainly with West Hollywood's enthusiasm to follow this course of action, that seems to be direction in which the MTA should move. We hope that CD4 will support this course of action.

Thanks again for all that CD4 does for our great city.

Best,

Lynn Lustig

_____ NOD32 2626 (20071030) Information _____

This message was checked by NOD32 antivirus system.
<http://www.eset.com>

10/29/2007



CITY OF WEST HOLLYWOOD

CITY HALL
8300 SANTA MONICA BLVD.
WEST HOLLYWOOD, CA
90069-6216
TEL: (323) 848-6460
FAX: (323) 848-6562

TTY: For hearing impaired
(323) 848-6496

OFFICE OF THE CITY MANAGER

PAUL AREVALO
CITY MANAGER

October 29, 2007

Mr. David Mieger, AICP,
Project Manager and Deputy Executive Officer
Los Angeles County Metropolitan Transportation Authority (METRO)
One Gateway Plaza
Los Angeles, CA 90012.

Dear Mr. Mieger:

As a member of the Westside Council of Governments (COG), West Hollywood supports the position of the COG on the "Westside Subway Extension Project." We concur that no member city should be left behind and that subway is the preferred mode - existing rights-of-way are already at capacity and ridership would quickly overwhelm any other mode. We are also in agreement that multiple alignments should be given comprehensive study.

We support the Westside Transit Corridor Study and its final objective to enhance mobility and relieve congestion, and as an important part of Metro's overall regional strategy. As a key employment, social and entertainment destination within the region, improving mobility on the Westside will provide significant improvements throughout the area.

West Hollywood has a high concentration of transit-dependent persons and among the highest transit ridership in the region. We recognize mobility as key to the Westside's continued economic health, vitality, and quality of life.

With regard to study of alignments in West Hollywood, we strongly support Metro's study of a grade-separated Santa Monica Boulevard alignment that extends the Hollywood/Highland Metro Red Line station and we would also strongly support other grade-separated alternatives that extend the Purple Line from Wilshire/Western northward into West Hollywood and Beverly Hills. We urge Metro to thoroughly consider all options that provide much-needed service to this densely populated and utilized area of the Westside.

West Hollywood has established a *West Hollywood Westside Transit Community Task Force* to examine options for transit extensions and route alignments. This Task Force will be identifying and recommending a preferred route, station locations and mode.

The City has been an active participant in the efforts to address regional pressures at the local level. This includes:

- Maintaining and enhancing an urban village of vital multi-family residential, employment, and commercial uses at transit-supporting intensities;



- Constructing roadway improvements that provide for all modes, with pedestrian services, bike lanes, transit stops and furniture;
- Supportive housing policies that include: a) construction of affordable housing through direct funding and inclusionary policies, and b) maintaining compliance with SCAG's Regional Housing Need Assessment allocations;
- Provision of density bonuses and parking incentives for corridor mixed-use development, and exploration of opportunities to create target sites at key transit and roadway nodes.

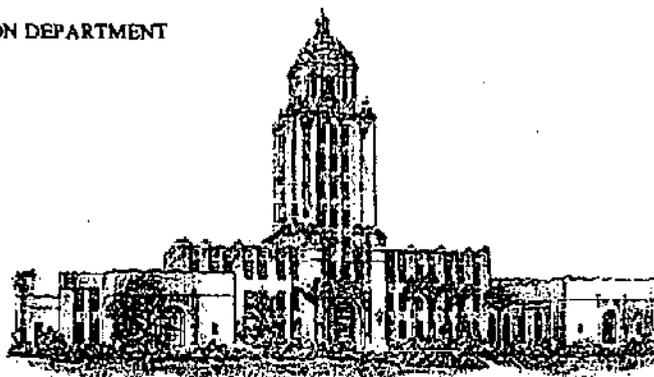
West Hollywood has initiated a comprehensive update to the City's General Plan which will be complete in Spring 2010. During the update, we will be reviewing land use and circulation alternatives, and economic, social and open space issues throughout the City. We look forward to mobility improvements being a meaningful part of this process.

West Hollywood will be an active participant in the Metro Study, and will continue to work with our partners in the Westside COG to support the most appropriate route alignment. I ask that you please take note of our comments and recommendations and I thank you and your staff for your time and consideration.

Sincerely,

Paul Arevalo
City Manager

cc: West Hollywood City Council
Pam O'Conner, Metro Board Chair, Santa Monica City Council
Supervisor Zev Yaroslavsky, Metro Board Member
Mayor Antonio Villaraigosa, Metro Board Member
Supervisor Yvonne Burke, Metro Board member
WSSCOG Board Delegates and Alternates
West Hollywood Westside Transit Community Task Force



CITY OF BEVERLY HILLS

October 30, 2007

Mr. David Mieger, AICP,
Project Manager and Deputy Executive Officer
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Dear Mr. Mieger:

Thank you for the opportunity to provide comments on the scope for the "Westside Transit Corridor Extension." As you are aware, the City of Beverly Hills convened a citizen's Mass Transit Committee in 2006 to study route alignment and station locations for a possible Westside Subway Extension within Beverly Hills. We are pleased to submit the Mass Transit Committee Final Report which was presented to the City Council in January 2007.

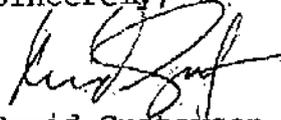
Additionally, the City of Beverly Hills City Council reconfirmed support for the "Westside Subway Extension Project" as a Westside Cities Council of Government Priority Transportation project on July 10, 2007 and agreed to the following guiding principles for project advocacy efforts:

1. Enlist our best efforts to agree on the most appropriate alignment that will meet the transportation needs of the corridor,
2. Agree to collaborate with the other Westside Cities COG members and actively participate in the mode and route analysis development process; and
3. Commit to take a formal position on a recommended route after Metro's Draft Alternatives Analysis is available; input has been received from member city constituents and

a recommendation is put forth by the WSCOG Transportation
Committee and WSCOG Board of Directors.

Again, thank you for the opportunity to comment on the scope
"Westside Transit Corridor Extension."

Sincerely,

A handwritten signature in black ink, appearing to read "David Gustavson", written over the typed name.

David Gustavson
Director



MWD

METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

Executive Office

October 30, 2007

Via E-mail

Mr. David Mieger
AICP, Project Manager and Deputy Executive Officer
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Dear Mr. Mieger:

Early Scoping Notice for an Alternative Analysis for the
Proposed Transit Improvements in the Westside Extension Transit Corridor

The Metropolitan Water District of Southern California (Metropolitan) received a copy of the Early Scoping Notice for an Alternative Analysis of Proposed Transit Improvements in the Westside Extension Transit Corridor (Project). The Federal Transit Administration (FTA) and the Los Angeles County Metropolitan Transportation Authority (LACMTA) are initiating work on the Alternative Analysis Study. The project purpose is to improve public transit service and mobility in the Westside Extension Corridor. The project would provide the cities of Los Angeles, West Hollywood, Beverly Hills, and Santa Monica with improved fixed-guideway east-west transit service between the existing terminus of the Metro Red Line, located at Hollywood Avenue and Highland Avenue, and the Metro Purple Line, located at Wilshire Avenue and Western Avenue, in the city of Los Angeles to the city of Santa Monica. This letter contains Metropolitan's response to the Public Notice as a potentially-affected public agency.

Metropolitan has reviewed the project description of the proposed Potential Alignment and the Expo Line Phase 2 Option alignment to determine the proximity of our facilities within the project area. Metropolitan was able to determine the following facilities, which we own and operate, are within the following proposed project areas:

Potential Alignment

Metropolitan's Santa Monica Feeder is a 32-inch-inside-diameter cast iron pipeline that runs in a north-easterly to southerly direction along Santa Monica Boulevard and is adjacent to the Potential Alignment just south of Wilshire Boulevard.

Expo Line Phase 2 Option

Metropolitan's Sepulveda Feeder is a 97-inch-inside-diameter welded steel pipeline that runs in a northerly to south-easterly direction parallel the San Diego Freeway and is in adjacent to the Expo Line Phase 3 Option (under study).

Mr. David Mieger
Page 2
October 30, 2007

In addition, Metropolitan's Culver City Feeder is a 48-inch inside diameter precast concrete pipeline that runs in a northerly to south-easterly direction along the San Diego Freeway and is in close proximity to the Expo Line Phase 3 Option (under study).

We are concerned with potential impacts to this facility associated with future excavation, construction, utilities or any redevelopment that may occur as a result of proposed activity under the proposed Project. Development and redevelopment associated with the proposed Project must not restrict any of Metropolitan's day-to-day operations and/or access to its facilities. Nor can the Project affect the water quality of Metropolitan supplies by allowing for non-compatible land uses.

In order to avoid potential conflicts with Metropolitan's rights-of-way, we require that any design plans for any activity in the area of Metropolitan's pipelines or facilities be submitted for our review and written approval. Approval of the Project where it could impact Metropolitan's property should be contingent on Metropolitan's approval of design plans for the Project. Detailed prints of drawings of Metropolitan's pipelines and rights-of-way may be obtained by calling Metropolitan's Substructures Information Line at (213) 217-6564. To assist in preparing plans that are compatible with Metropolitan's facilities, easements, and properties, we have enclosed a copy of the "Guidelines for Developments in the Area of Facilities, Fee Properties, and/or Easements of The Metropolitan Water District of Southern California." Please note that all submitted designs or plans must clearly identify Metropolitan's facilities and rights-of-way.

We appreciate the opportunity to provide input to your planning process and we look forward to receiving future environmental documentation and the Draft EIR on this Project. If we can be of further assistance, please contact Ms. Brenda S. Marines at (213) 217-7902.

Very truly yours,

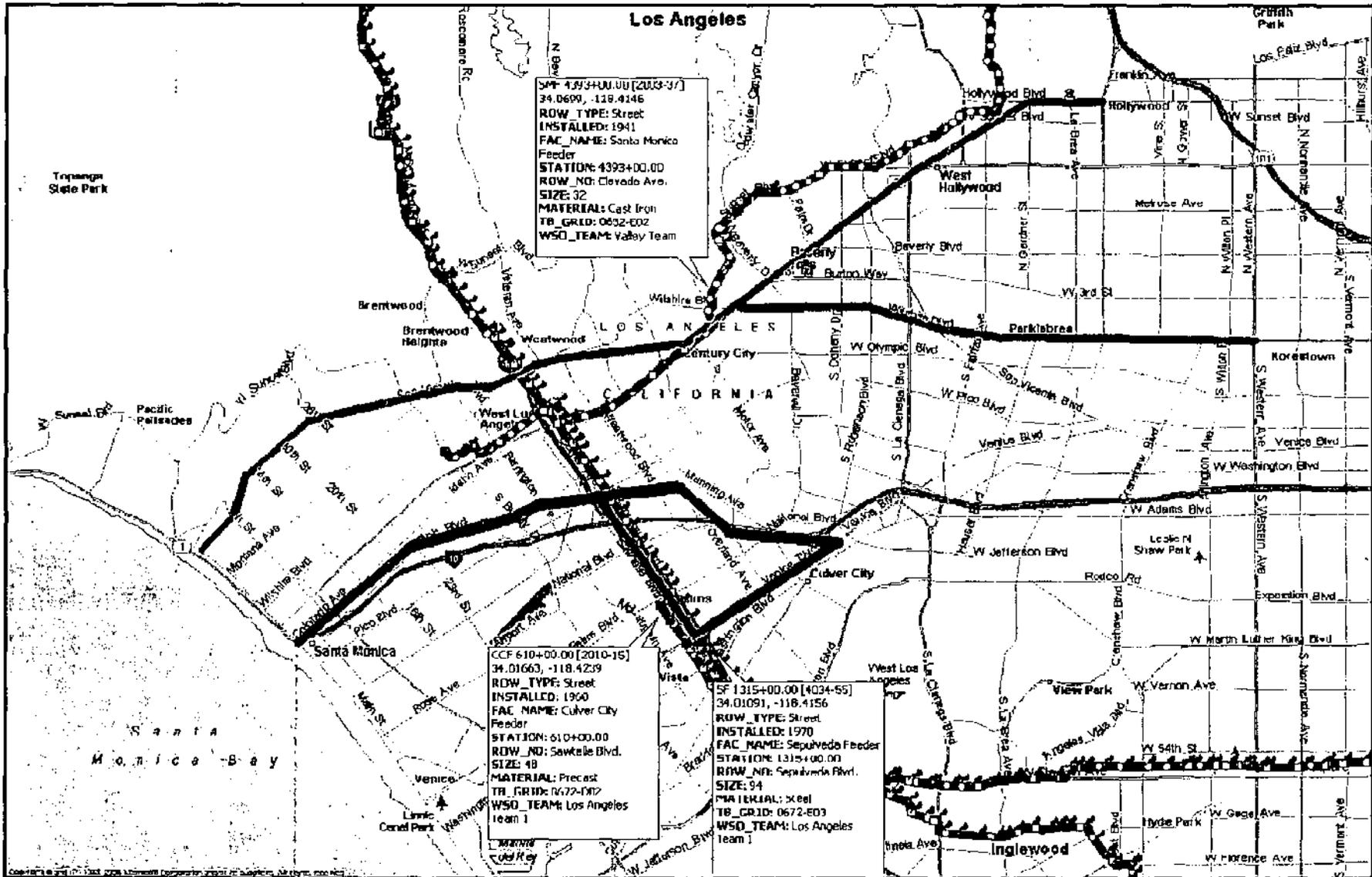


Delaine W. Shane
Manager, Environmental Planning Team

BSM/bsm
(Public Folders/EPU/Letters/30-OCT-07A.doc - David Mieger)

Enclosure: Map

MTA – Westside Extension



The Metropolitan Water District of Southern California. October 2007.

DONALD T. MEDER

2160 Century Hill, Los Angeles, California 90067-3501/310 556-8176/FAX 310 553-2052

October 30, 2007

Los Angeles County Metropolitan Transit Authority (METRO)
Attn: Mr. David Mieger, AICP Project Manager and
Members of the METRO Board of Directors
One Gateway Plaza
Los Angeles, CA 90012-2952

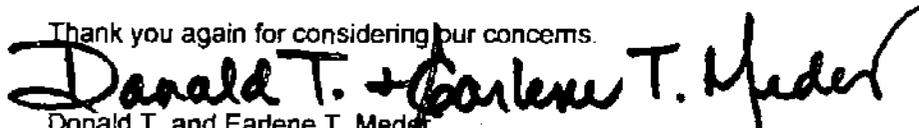
Dear Mr. Mieger and MTA Board of Directors:

Thank you for giving us the opportunity to address our concerns and voice our desire to bring viable transit options to the Westside which is impacted daily by increasing congestion, as well as a lack of public transportation alternatives to help address these conditions. As a constituent within the Century City community, I/We would like to see the following transportation modes considered:

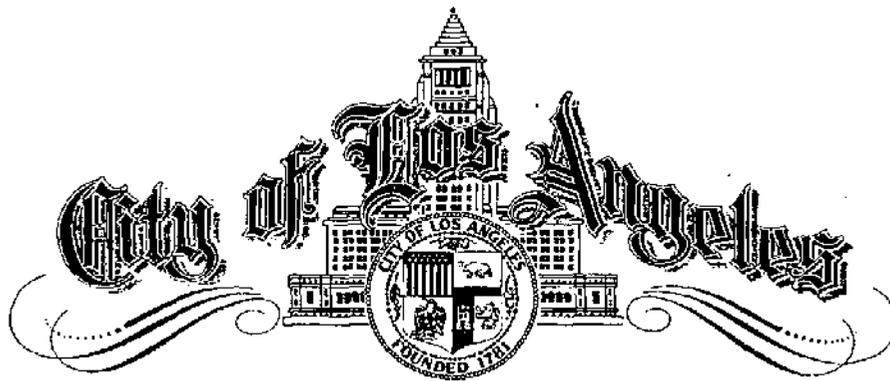
- A subway connection into Century City
- Subway stations (stops/portals) at Santa Monica Blvd. and Avenue of the Stars; and Constellation and Avenue of the Stars
- A north/south connector from Expo Light Rail (which runs parallel to the I-10 fwy)
- More buses, including Metro, Santa Monica, Culver City, Commuter Express, to and from Century City – especially after 5:30 p.m. to accommodate employees
- Transportation connector between Beverly Hills and Century City.

The Westside has been neglected for too long. We need alternative modes of transportation to help reduce congestion, minimize travel times, and improve the environment. We believe that residents and commuters will embrace public transit in record numbers as soon as opportunities are available, and we fully support the appropriation necessary to fund local projects and relieve worsening congestion.

Thank you again for considering our concerns.


Donald T. and Earlene T. Meder
Residents of Century City

CITY HALL
200 N. Spring Street
Rm. 440
Los Angeles, CA 90012
(213) 473-7005
Fax: (213) 978-2250
Councilmember.Weiss@lacity.org
www.lacity.org/council/cd5



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Los Angeles, CA 90035
(310) 289-0353
Fax: (310) 289-0365

JACK WEISS
Councilmember, Fifth District
Chair, Public Safety Committee

October 30, 2007

Mr. David Mieger, Project Manager
Metro
One Gateway Plaza MS 99-22-5
Los Angeles, CA 90012

Dear Mr. Mieger:

As the elected City representative for many of the communities that could be served by the Westside Transit Corridor, I am pleased to have the opportunity to write in support of this extension. I applaud Metro for serving the Westside with the Rapid bus and other bus services, but it is clear that existing service is and will continue to be inadequate to serve the current and future transit needs.

It is essential that employment centers on the Westside such as Century City become better connected. With tens of thousands of workers coming from all corners of the County, Century City is the economic engine for the entire region and should be served by an efficient and modern connection to bus and rail lines. We must make key destinations more readily accessible which is the only way we are going to get larger numbers of people out of their cars and onto mass transit.

The future of our region is dependent on a system that will allow communities already served by subway and light rail to also connect with Beverly Hills, Century City, Westwood, UCLA, and eventually Santa Monica. Therefore, stations that are being considered for Century City and Westwood are crucial to make this system effective.

I am convinced that the future transit demands for the Westside cannot be adequately addressed without a heavy rail line, preferably a subway extension from the existing Red Line Subway.

I appreciate the thoughtful consideration of my comments and many others offered by the community during the scoping process. Thank you for your attention.

Sincerely,

A handwritten signature in black ink that reads 'Jack Weiss'.

JACK WEISS

WESTSIDE TRANSPORTATION PARTNERS

WTP Members:

AT&T
Beverly Hills Chamber of Commerce
California Landmark
Cedars-Sinai Health System
Century City Chamber of Commerce
Cerrell Associates
Coldwell Banker
CRESA Partners
Culver City Chamber of Commerce
Culver Studios
Cushman & Wakefield
First Regional Bank
Greater West Los Angeles Chamber
of Commerce
Katz, Fram, & Co.
LAX Coastal Area Chamber of
Commerce
Los Angeles Business Council
Los Angeles Commercial Realty
Association
Macerich Company
Malibu Chamber of Commerce
Miniutti & Associates
Miracle Mile Chamber of Commerce
New York Life
North American Realty
Pardo Properties
Petersen Automotive Museum
Ramsey-Shilling Commercial Real
Estate Services
Saint John's Health Center
Santa Monica Chamber of
Commerce
Santa Monica College
Santa Monica-UCLA Medical Center
and Orthopaedic Hospital
Topa Management Company
Trammell Crow
UCLA
Verizon
West Hollywood Chamber of
Commerce
Westfield Corporation
Westside Council of Chambers of
Commerce
Westside Economic Collaborative
Westside Urban Forum

October 30, 2007

Mr. David Mieger, AICP
Project Manager and Deputy Executive Officer
Los Angeles County Metropolitan Transportation Authority (METRO)
One Gateway Plaza
Los Angeles, CA 90012

Dear Mr. Mieger:

I am writing on behalf of the members of the Westside Transportation Partners, a coalition of employers and business stakeholders in the Westside region (see left for current membership list). We are submitting the following comments as part of the scoping process for the Westside Extension Transit Corridor project.

We urge Metro to include the following considerations in the Alternatives Analysis Study for the Westside Extension Transit Corridor project:

A. Mode

- Below-grade subway
- Above-grade Monorail
- Light Rail at grade and below grade

B. Route

- The project must serve the largest job centers in the corridor, which are also some of the most dense employment zones in Los Angeles County: Century City, the Beverly Hills Triangle, and UCLA/Westwood.
- As recommended by the City of Beverly Hills Mass Transit Committee, one route alignment that must be studied is an extension of the Purple Line from the Wilshire/Western station straight down Wilshire, through Beverly Hills, turning southwest under Santa Monica Blvd. to Century City and then to points further west (i.e. to Westwood and to the City of Santa Monica).

C. Stations

- A Century City stop is critical, and the station should be located where it will be convenient for employees to reach their jobs. Stations at the intersection of Santa Monica Blvd. and Avenue of the Stars and the intersection of Constellation and Avenue of the Stars should be studied.

- Again as recommended by the City of Beverly Hills Mass Transit Committee, appropriate station locations to serve that city are at La Cienega Boulevard and Wilshire Boulevard and at or near Beverly Drive and Wilshire Boulevard in the business triangle.
- A station near UCLA must be convenient for employees, students, and visitors to reach that campus. Possible locations on campus must be explored.
- If a UCLA station is not possible, the Alternatives Analysis and subsequent EIR should explore building an underground shuttle stop as part of the closest station (likely Westwood). An underground shuttle stop would make transit to the UCLA campus easy and quick, while keeping pedestrians from having to cross busy Wilshire Boulevard.
- Other important station locations deserving of study include: LACMA, the Veteran's Administration Hospital, Barrington, Bundy, and Downtown Santa Monica (a connection with the Expo Line).

D. Connections

- Special attention must be paid to increasing connections between future stations on the Westside Extension and other residential and business centers. This means planning ahead for bus service to reach from stations into neighborhoods and to important destinations not served directly by the line.
- A north/south connector from the Exposition Light Rail to the Westside Extension must serve Century City.
- More buses are needed to bring workers and residents to and from a Century City station(s) – especially after 5:30 p.m.
- Station design must allow for quick and efficient transfer to bus and other transportation modes, while keeping this added traffic from disrupting mobility on nearby corridors and access to nearby businesses.

E. Evaluation Criteria

- We have attached a copy of the Statement of Principles approved by WTP membership on June 26, 2007. The criteria listed should be applied to all of the options studied in the Alternatives Analysis.

We look forward to continuing this process toward an excellent project that will serve Westside communities and businesses. The Westside Transportation Partners stands ready to partner with Metro to secure funding for this crucial transit line and move it toward completion as soon as possible.

Regards,



Jason Weiner
Executive Director
Westside Economic Collaborative



October 30, 2007

Mr David Mieger
Metro

Dear David,

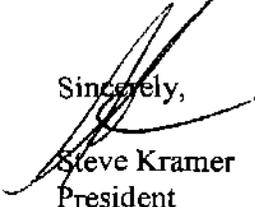
I am writing to express our support for the subway extension along Wilshire Boulevard. Having attended a few of the community meetings, various members of our leadership were able to see for ourselves the overwhelming support for the "Purple Line" among different constituencies.

The subway is critical for our businesses and residents. The Miracle Mile District is a thriving community of mixed-use housing, cultural destinations, entertainment centers and Class A buildings with large employers. The momentum and economic development depends on our public transportation. Simply stated: with a subway and integrated transportation systems, the Miracle Mile and neighboring communities/businesses will continue to flourish. However, without the subway, access will be limited and businesses will be forced to leave. The consequences could be more than this community and the rest of Los Angeles can bare.

The subway is also needed to support the increased number of housing units built along Wilshire Boulevard and expected on La Brea Avene. The future of the Miracle Mile is residents and employees of local companies walking along Wilshire and using public transportation to gain access to downtown and other destinations. As a result, this community and our residents deserve a public transportation system that is effective and will sustain their quality of life within a unique urban corridor of Los Angeles.

We thank LA Metro for engaging the community and taking critical steps to bring the subway to Los Angeles.

Sincerely,


Steve Kramer
President

To: Mr. David Mieger, AICP, Project Manager & Deputy Executive Officer
Los Angeles County Metropolitan Transportation Authority (METRO)
One Gateway Plaza
Los Angeles, CA 90012

From: Talia Nosrati
2762 Selby Avenue
Los Angeles, CA 90064-4225
(310) 699-3983
QweenTalia@aol.com

Date: Tuesday, October 30, 2007

RE: Westside Extension Transit Corridor Study

Dear Mr. Mieger,

I was unable to attend the Westside Extension Community Meetings regarding the Westside Extension Transit Corridor Study, so I am therefore submitting my comments via USPS mail.

I live on Selby Avenue block 2700, which lies between Overland Avenue and Westwood Boulevard – the cross street is Coventry Place. Over the last few years, the traffic on Overland Avenue has gotten progressively worse – specifically the stretch of Overland Avenue from Olympic Boulevard all the way to the 10-freeway entrance on National Boulevard. It's a bumper-to-bumper mess, especially in the evenings, beginning at 4:30 pm until at least 8:30 pm. To illustrate the severity of this traffic, I live about 5 blocks away from the Westside Pavilion shopping mall. Traveling north on Overland heading to the mall, it takes me up to 10 minutes to drive this short distance, and 15 minutes traveling south when heading back home. This traffic is truly getting worse all the time. Since the Motor Avenue freeway entrance was closed down, all the traffic heading toward the freeway has been UNFAIRLY diverted to Overland Avenue.

The type of traffic that has been diverted to my neighborhood is extremely unsafe – considering that we have Overland Avenue Elementary School, Notre Dame Academy, and the Palms-Rancho Park Library all within a 1/2 mile radius of each other on Overland Avenue. It is unsafe for students, children, families and our pets. Additionally, the traffic is really degrading the value of the homes in my neighborhood; who wants to move into an area infested with nightmarish traffic?? Diverting traffic into our area has also increased the crime rate. Automobile break-ins are on the rise as well as home burglaries. It's really unfair and a total shame that my beautiful, family oriented neighborhood has been taking a turn for the worse over the past few years. Now, add the Expo Light Rail into the mix...can you imagine having a train pass every 2-2.5 minutes on Overland Avenue, shutting down traffic both ways for about 3-4 minutes? This is UNBELIEVABLE... The traffic on Overland Avenue is already bumper-to-bumper, and

shutting down both lanes for so many minutes is really going to take a beating on the already horrible traffic conditions that Overland faces.

Additionally, there is a Los Angeles Fire Department (Fire Station 92) located on 10556 West Pico Boulevard, less than ¼ mile from Overland Avenue. This local fire station constantly uses Overland Avenue to get to their endangered destinations as quickly as possible. However, placing a metro light rail through Overland Avenue means that the fire department will also have to sit and wait as the arms of the metro line shut down, preparing for the light rail to pass through, closing down traffic in both directions. People are in danger, waiting for help, yet the fire department cannot reach their destination because they are waiting for the light rail to pass through...this is absurd.

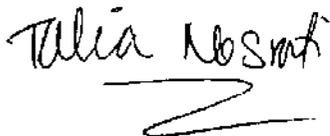
Furthermore, drivers are continuously using my street (Selby block 2700) to cut through the heavy traffic on Overland Avenue. These drivers are heading south on Overland and getting stuck in traffic. So they make a right turn onto Exposition Avenue, which leads to Selby block 2700. They speed through sometimes going 45 mph, and this is extremely dangerous. One of these days, a child or pet crossing the street could get injured because someone careless was trying to save 15 seconds on their commute by cutting through residential streets. There are evenings when one after another, cars come speeding through my street to get back onto Overland, and as I said it's quite dangerous.

I DO NOT WANT A LIGHT RAIL OR EVEN A LIGHT RAIL STATION

COMING TO MY NEIGHBORHOOD. My neighborhood is a family-oriented area that is already suffering from the heavy traffic on Overland Avenue. Adding a light rail will seriously threaten the level of traffic that we currently have. Closing the streets down every 2-2 ½ minutes for the light rail to pass through is the worst idea I've ever heard of; it will only create another problem, and a huge one. A light rail in our area is totally inappropriate, considering that it is a residential area, as opposed to a flourishing business district. Furthermore, Overland Avenue Elementary School, Notre Dame Academy and the Palms-Rancho Park Library all lie within a ½ mile radius of each other and therefore our area has a lot of pedestrian traffic. Adding a light rail to our area is for this reason incredibly dangerous; can you imagine first graders crossing the light rail tracks on their own? Why is the city willing to jeopardize lives? Finally, adding a light rail would slow down emergency vehicles en route to their endangered destinations. Once again, endangering lives. Our area does not want and does not need a light rail passing through our streets, where children are at play, students are walking home from school on their own and families are spending quality time together outdoors. WE DON'T WANT THE NOISE FROM THE LIGHT RAIL, WE DON'T WANT THE VIBRATIONS FROM THE LIGHT RAIL, WE DON'T WANT THE POLLUTION FROM THE LIGHT RAIL, WE DON'T WANT THE ADDED CRIME FROM THE LIGHT RAIL, WE DON'T WANT THE ADDED TRAFFIC FROM THE LIGHT RAIL, AND WE DON'T WANT OUR LIVES PUT AT RISK.

Thank you,

Talia Nosrati



202 S. Juanita Ave., # 2-211

Los Angeles, CA 90004

Oct. 31, 2007

Mr. David Mieger, Project Manager

Metro, One Gateway Plaza MS99-22-5

Los Angeles, CA 90012

Dear Mr. Mieger:

The following are my comments on the METRO Westside Subway/Purple Line extension/Subway To The Sea:

First, I will note that I am including four maps that were provided by the LACMTA, as passed out at the recent Westside Extension Transit Corridor Study scoping meeting held at the Beverly Hills Library earlier this month--which I have used to map alignments and stations that I think should be considered, or that for one reason or another I think should perhaps be dropped or referred to another study.

My letter includes:

A, My preferred alignment; B, a possible variation with a UCLA spur; C, a probably to be rejected alternative moving the subway southward to follow a part of the Exposition line west of the 405 Freeway; and D, a Santa Monica Blvd. alignment which in my version would be converted to light rail and referred to a further study for an extension from Hollywood to Santa Monica, in this case preferably using part of the Expo line.

I have also included a copy of my 2005 letter to Mayor Villaraigosa relating to The Subway To The Sea, for the LA to Santa Monica route. To this is added a 2004 document in which I described the Purple Line (then Red Line) route, in this case from Wilshire/Western to Westwood only, i.e. describing a modification to serve the Beverly Center/Cedars-Sinai and the Grove/Farmer's Market, which I have incorporated as part of my preferred alternative.

The following is my description of station locations and route for my recommended Purple Line Wilshire/Western to Santa Monica CBD route:

- (1) I suggest that the subway route should begin in downtown Santa Monica where the Expo Line ends at the Santa Monica Plaza (station 1). This would access also the City Hall/Civic Auditorium complex, the Pier, hotels and other high-density housing near the beach, the Third Street Promenade pedestrian mall, and the north end of the Main Street shopping/entertainment area.

- (2) Station 2 would be at 4th/5th and Wilshire, serving downtown at the north end of the 3rd Street Promenade, and residential areas including high-rise condos/apartments along Ocean Avenue/Palisade Beach. Buses along Lincoln could be routed over to connect with this station.
- (3) This station would serve the huge Santa Monica Hospital/health care complex, and UCLA Medical and Orthopedic Hospitals on Wilshire, and the St. John's Hospital on Arizona at 20th-22nd. Station 3 would probably be located at 17th and 18th on Wilshire. (It is possible that another station might also be located along 26th to serve commercial facilities along this part of Wilshire and/or future developments; not on my map nor yet recommended by me.)
- (4) The next station on my map A is between Centinela and Bundy to serve major office buildings and commercial development in this location.
- (5) This station would be at Barrington, to serve additional major office buildings, and the large University High School at Texas/Barrington.
- (6) The VA Hospital although close to Barrington as it appears on maps is really located just west of the 405 Freeway. This station would serve the Wadsworth Medical Center, and the West LA Veterans Administration, and two theatres in this location close to the 405.
- (7) I suggest the Westwood stop be located farther north along Westwood Blvd. in the vicinity of Weyburn/Le Conte, to serve not only the Westwood office, shopping, and entertainment center, but also the very important UCLA campus, including the UCLA hospital at the south end of campus, and numerous classroom, lecture, library, museum, and sports facilities located farther north.
- (8) I have shown on the map a possible station between Westholme and Beverly Glen on Wilshire, where major residential high-rise complexes are located between Westwood and the LA Country Club facility. This would provide access not only to the apartments and condominiums but also to single family residential areas north and south of the line.
- (9) The ninth station would be at the Century City Shopping Center & Market Place, which has major corporate offices, legal facilities, movie theatres, and the like; station would be located at Santa Monica Blvd. and Avenue of the Stars.
- (10) This station is per the City of Beverly Hills recommendations for a stop at Santa Monica Blvd. and Wilshire, with major transit connection potential and serving the west end of the Beverly Hills CBD, shops along "Little Santa Monica", etc.

- (11) This would be at Beverly Drive, serving downtown Beverly Hills, and including major office buildings and shopping facilities; not too far south from the Library and City Hall; again from the Beverly Hills study plan.
- (12) I have placed a station at Doheny Drive, or slightly to the east, as this is at the east end of the tall office buildings and other commercial/entertainment facilities in Beverly Hills. This is because I have suggested (just below) relocating the La Cienega station that has on occasion been suggested, north to the Beverly Center complex. I take it that with modern tunnel technology, it will be possible to route the subway line at some depth below residential areas, without subsidence (per findings from the East LA LRT tunnel segment).
- (13) The Beverly Center stop I am recommending would serve not only the mall and the nearby Beverly Connection, but also the major Cedars-Sinai hospital and medical complex; service would also be provided to lower-volume commercial sections along Third St. and a hotel complex north of the Center.
- (14) I suggest that the line would move east/northeast, curve and go down Fairfax, with station 14 at The Farmer's Market, The Grove, CBS Television City, and parts of the major residential complex between 3rd and 6th, east of Fairfax.
- (15) This next station would curve southeast along Wilshire Blvd. and would serve the LA Art Museum, Hancock Park (La Brea Tar Pits/Page Museum), the Peterson Automotive Museum, and major high rise office complexes west of Fairfax on Wilshire.
- (16) The La Brea stop would serve the Wilshire commercial center between Hauser and Highland, including both older commercial buildings and new, modern office towers. I am not certain whether there would be a stop between La Brea and Rossmore; perhaps not until there is further development along that part of Wilshire.
- (17) I would locate a stop between Rossmore and Crenshaw on Wilshire, providing access to buses to Hollywood and the Crenshaw district, and serving apartment complexes and hotels in this area; also providing access to the Scottish Rites Masonic Temple and the Wilshire-Ebell Theatre in the vicinity of Lucerne.

Map B would provide a largely similar route but would locate the Westwood stop in this case down at Wilshire Blvd. and add a station "S1" farther north in the UCLA campus, as a short branch for zonal service during much of the day and shuttle trains as necessary between Westwood Village and UCLA at night. In this case the next stop to the east, if there is one, could be located at about Westholme.

Map C shows a possible route modification turning south in tunnel from Barrington to join the Expo line, which would require a little widening of space between the double track, probably catenary with pantographs for the Purple Line trains, and gauntlet (or gantlet) track at station stop areas, with

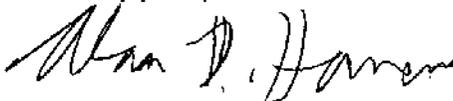
modified platforms so that wider and slightly higher rapid transit cars could share the same station locations. This option would have stops at Santa Monica Blvd., and from Bundy west the same station. This alternative would require tunneling to get to the Bundy stop, and on to Expo to downtown Santa Monica. As part of the Purple Line system, it would require more engineering work, and would not save as much tunneling as might be expected en route between Westwood and Santa Monica.

I personally do not recommend this option.

Map D indicates a Santa Monica Blvd. rail transit route, which I suggest should be referred to a future study. This line, which would start in tunnel at Hollywood/Highland, would run surface/aerial through parts of West Hollywood, Beverly Hills, Century City, and West Los Angeles; and follow an aerial line down the 405 Freeway alignment to Exposition. I suggest that if this is pursued, it should be a light rail line. Among other things, it would probably run surface next to the Beverly Hills City hall, to avoid visual impact on the Civic Center, and run above the partially elevated/part depressed parking lots along Santa Monica from the Civic Center to Wilshire (it should be possible to reconfigure these parking structures to allow most of the parking to be retained, while grade separating such a rail line from cross traffic in this same section).

One further comment: if the Exposition Line is built as planned west to Santa Monica, it would provide access to commercial sections along Pico west of the 405 Freeway, and major office buildings along Olympic, just north of this segment. It would also serve the Water Gardens and other new office/commercial areas near Clover Field (even coming near the DMV). It would further provide fairly close access to nearby Santa Monica College. As such it would serve a very different set of trip generators which are not close to the Wilshire Subway to the Sea route; the reverse is also the case. Hence both lines would be of considerable value to the public, even more so if both lines terminate/start at a common point in downtown LA.

Sincerely yours,



Alan D. Havens

TWINLINER TRAINING SOLUTIONS

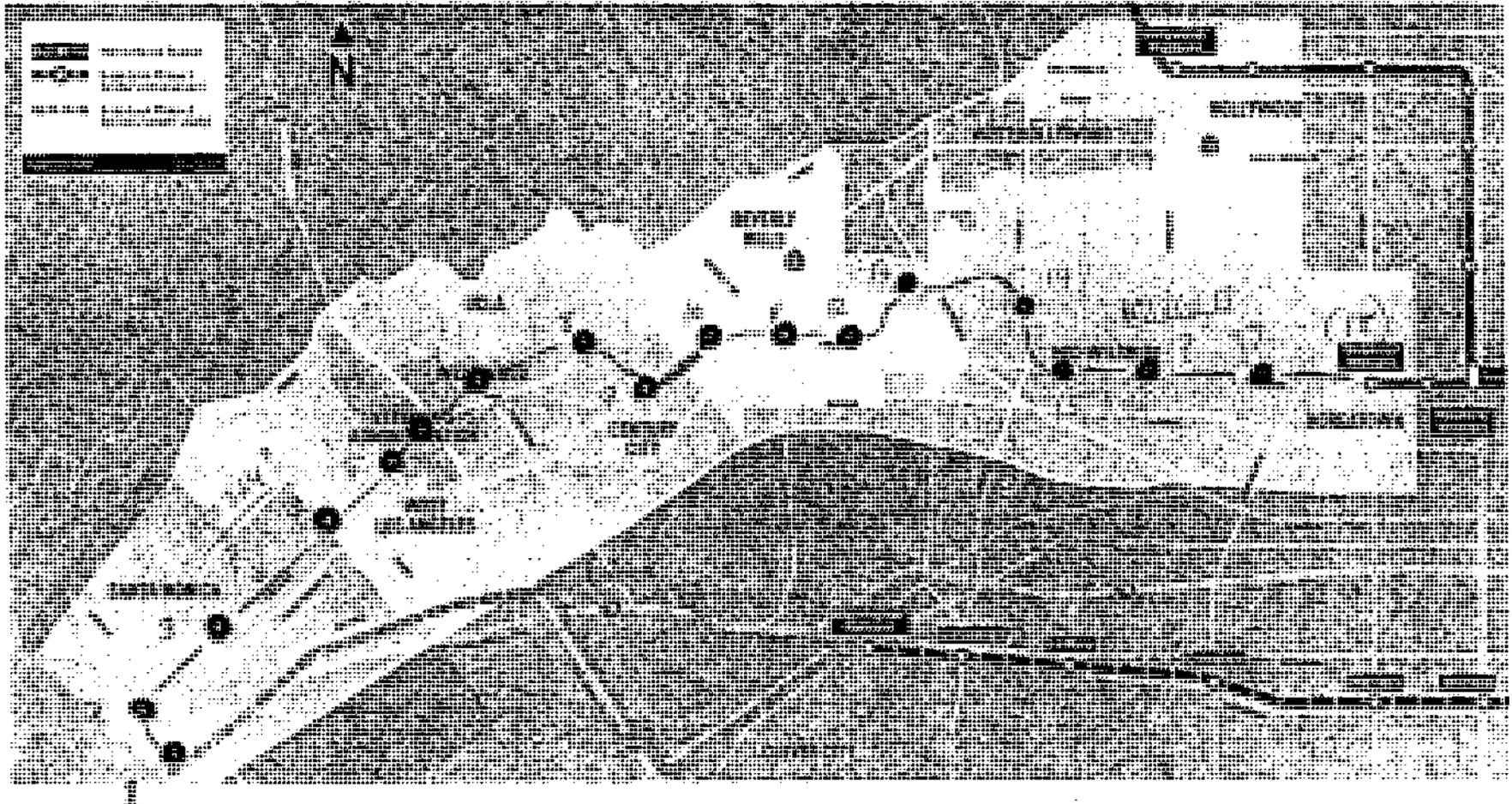
213-736-7466

(A)

PURPLE LINE - ALIGNMENT & STATIONS

A. A. RAVENS
10/31/07

Feel free to indicate where you would like an alignment or stations.
Favor de indicar donde quisiera ver una alineación o estación.



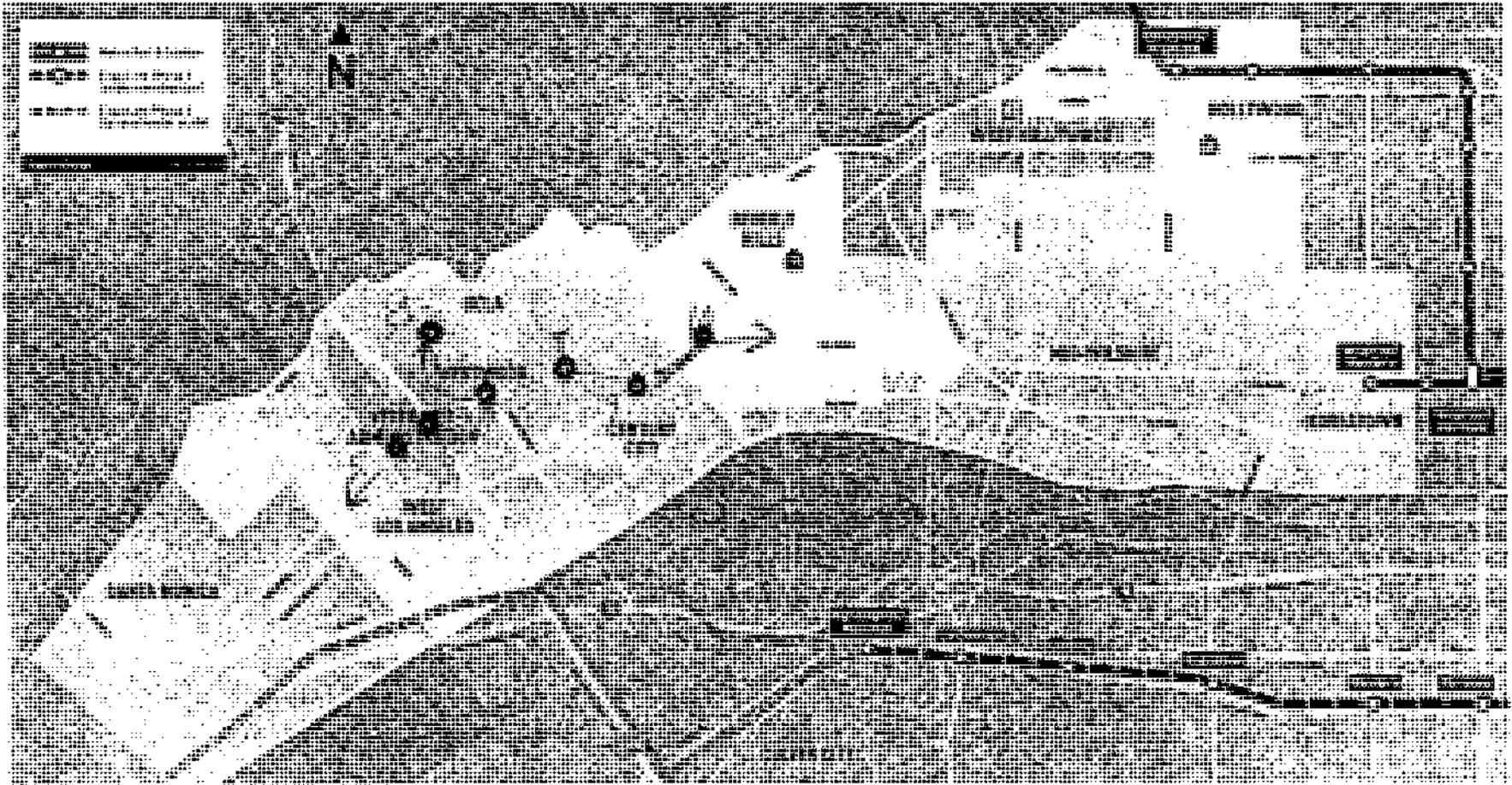
(B)

PURPLE LINE - ALIGNMENT VARIATION WITH SHORT
SUB-END BRANCH INTO UCLA

Feel free to indicate where you would like an alignment or stations.

Favor de indicar donde quisiera ver una alineación o estación.

A. D. HAVENS
10/21/07



SI = SPVA 70' MODS/NORTH UCLA CAMPUS

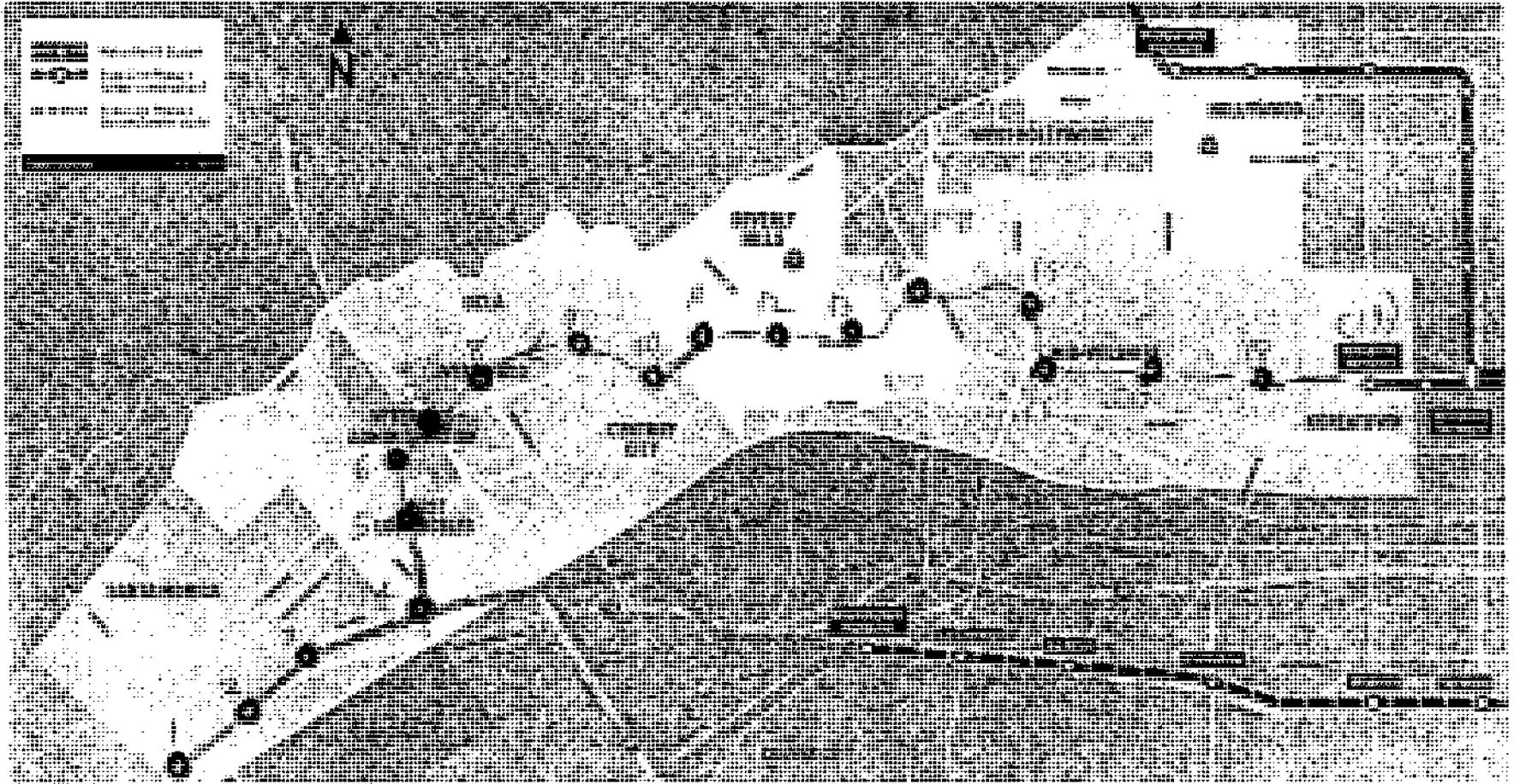
©

PURPLE LINE - ALTERNATIVE USING GANTRY (OR CANTILEVER)
TRACKS ALONG EXPO ALIGNMENT - NOT MY FIRST

Feel free to indicate where you would like an alignment or stations. ~~CHOICE~~

Favor de indicar donde quisiera ver una alineación o estación.

A. D. HAVENS 10/31/07

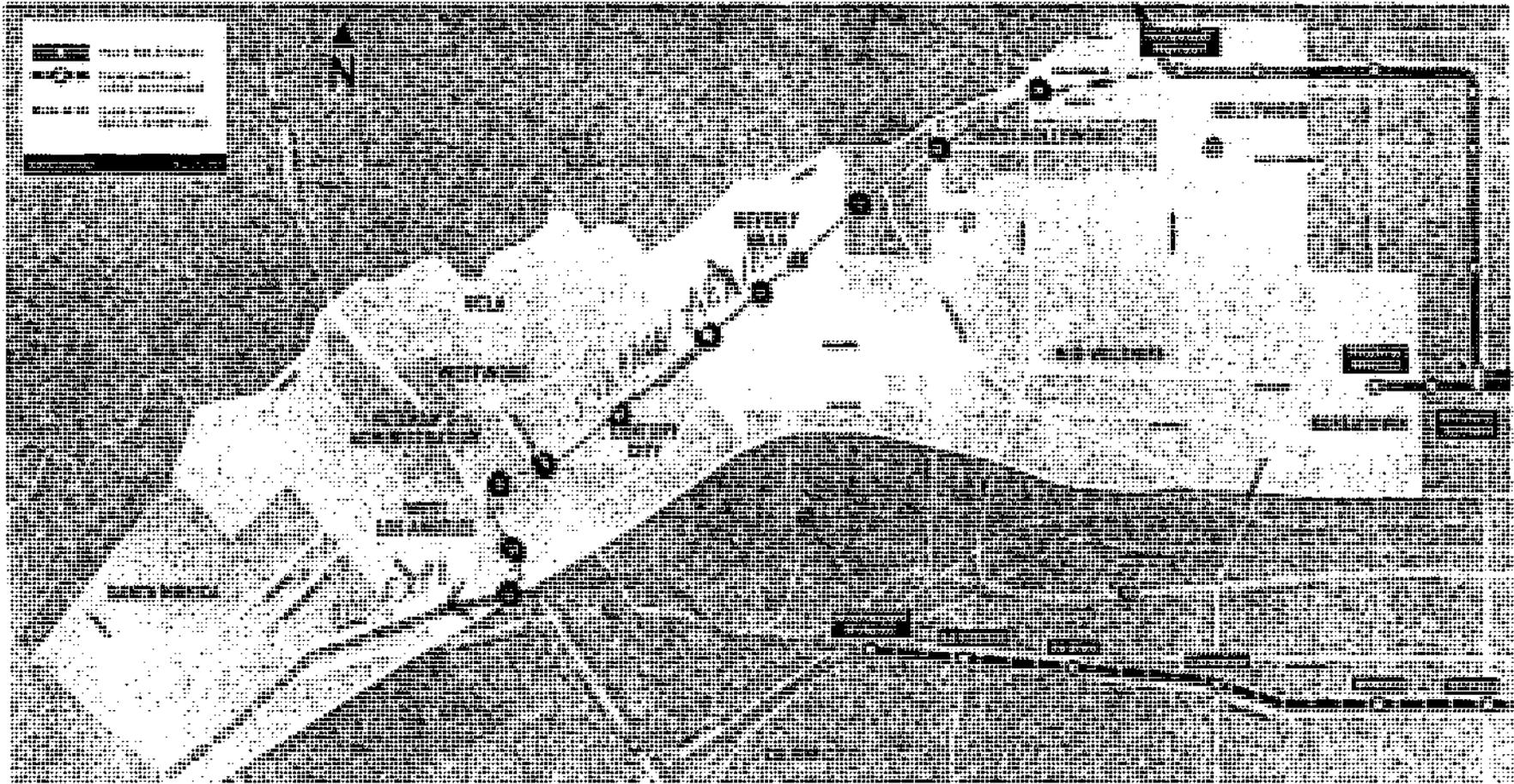


ALTERNATIVE PROBABLY FOR
REJECTION WEST OF
VA / BARRINGTON

REFERRED TO A FURTHER STUDY -
① NOT ON PURPLE LINE

Feel free to indicate where you would like an alignment or stations.
Favor de indicar donde quisiera ver una alineación o estación.

A.D. PAVENS
10/31/07



SANTA MONICA BLVD LRT LINE
HOLLYWOOD & ARCHLAND - WEST HOLLYWOOD
BEVERLY HILLS - WEST LA - JOINING
EXPO LRT LINE TO SANTA MONICA

October 31, 2007

Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

Attn: David Mieger
Project Manager
Metro Westside Extension Transit Corridor

Dear Sir:

It is imperative that Metro expand the subway and light-rail system throughout the greater Los Angeles area, post haste. We as custodians of the City's built environment feel that rail transit is the best way to sustain growth and enhance the quality of life in Los Angeles.

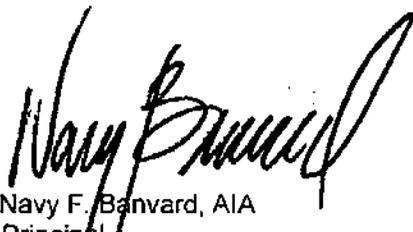
Los Angeles was built on rail lines and will only survive if the system is restored. Take full advantage of existing right-of-ways. Extend the subway under Wilshire Blvd. to the sea. Find a way to run a line following the San Diego freeway and start planning a north/south-oriented system for streets like La Cienega, Westwood, La Brea, Robertson and Western. Once we have a network in place, people will be able to get where they need to go without an automobile. There will be less pollution, less gridlock, less stress and a better integrated society.

Again, we unequivocally support the expansion of the Metro Rail System! If there is anything we can do to help the process along, please contact Roger Wolf at our office.

Very truly yours,



Johannes Van Tilburg, FAIA
Principal
California Architectural License #C-6457
Van Tilburg, Banvard & Soderbergh, AIA



Navy F. Banvard, AIA
Principal
California Architectural License #C-18051
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Lucia H. Chang, AIA
William A. Nishita, AIA

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Van Tilburg, Banvard & Soderbergh, AIA



Brookside Homeowners Association
Citrus Square Association
Fremont Place Association
Hancock Park Home Owners Association Est. 1948
La Brea-Hancock Homeowners Association
Larchmont Village Neighborhood Association
Ridgewood-Wilton Neighborhood Association
St. Andrews Square Neighborhood Association
Sycamore Square Neighborhood Association
Wilshire Park Association
Windsor Square Association
Windsor Village Community Association

October 31, 2007

Mr. David Mieger, AICP
Project Manager and Deputy Executive Officer
Los Angeles County Metropolitan Transportation Authority (METRO)
One Gateway Plaza, MS 99-22-5
Los Angeles, California 90012

Dear Mr. Mieger:

This letter is to provide comment regarding the Metro Westside Extension Transit Corridor. My name is John Gresham and I am writing in my capacity as Secretary of the Executive Committee of the Wilshire Homeowners' Alliance (the "WHA Executive Committee"), an organization representing 12 neighborhood associations in and around the Park Mile Specific Plan Area. The Park Mile Specific Plan includes the area along Wilshire Boulevard between 6th Street and 8th Street, from Wilton Place to Highland Avenue.

Your staff asked that the following questions be addressed by the community during the public meetings and during the comment period. The WHA Executive Committee discussed options for the Metro Westside Extension Transit Corridor at its September, 2007 meeting.

Q - Does transit need to be improved on the Westside?

A – Everyone agrees that transit needs to be improved in Los Angeles – on the Westside and elsewhere. The WHA Executive Committee would prefer that a quick, effective, low-cost and flexible solution be implemented. For this reason, we stress that a well thought-out bus system is the only immediate answer because it can be implemented relatively soon (in our lifetimes), at a lower cost than other alternatives, and is flexible enough to adapt to changes in schedule and demographics and routing. Since Wilshire Boulevard runs through the low-density Park Mile Specific Plan area, we would suggest that this is an appropriate 1.4 mile stretch to test dedicated bus lanes, or dedicated rush-hour only bus lanes.

Q - Do you prefer subway, light rail, more buses or another mode?

A – We prefer more buses along with an extensive network of bus routes and, where appropriate, dedicated bus lanes or rush-hour only bus lanes. Buses are a solution that can be implemented quickly, is relatively inexpensive, and can be adapted to the changing needs of the citizens and workers in Los Angeles ... and can be relocated if a mistake is made. The worst failure of a rail system is that the route becomes ineffective. A prime example is the Green Line built to serve the many defense contract workers who no longer work at its

terminus. The Green Line even stopped before the airport. Now, even though everyone wishes the Green Line could continue on to the airport, we have waited years for plans, and for funding, for the will to adapt the ill-conceived system to the City's changing needs. A rail system cannot be moved; buses can simply be rerouted.

Q - Do you like a Wilshire or a Santa Monica Boulevard alignment better?

A - We prefer the alignment that will have the least negative impact on our low-density community and that will cost-effectively serve the most riders, especially the transit-dependent. Right now, the solution that makes the most sense is to purchase more buses, expand routes and stops, and implement methods to make riding a bus more efficient, like dedicated bus lanes or rush hour-only bus lanes.

Q - Do you want a station in your neighborhood?

A - No. We do not want a station in our neighborhood because it makes no economic sense and would be impractical. [This question from Metro and the community presentation we attended seemed to imply that heavy rail *will* be the option, and that there are preliminary plans for a station at Bronson-Lorraine (Crenshaw) and Wilshire.] This intersection is surrounded by low-density, single-family residential housing consisting of two Historic Protection Overlay Zone ("HPOZ") neighborhoods and two other nascent HPOZs also filled with low-density, single-family residences. It is a long-established tenet of Los Angeles City Planning (*see* Wilshire Community Plan and Park Mile Specific Plan) that the area between Wilton and Highland, and the intersection at Bronson-Lorraine (Crenshaw) and Wilshire, should be **preserved as low-density neighborhoods that provide contrast to the higher-density "centers" in Wilshire Center and the Miracle Mile.**

This intersection is the heart of the Park Mile Specific Plan, a legal document specifically conceived by the community, the City Planning Department, and the City Council to allow only low-impact Wilshire Boulevard business uses (no retail, for example) and to buffer the effect of those limited commercial uses on the adjacent R-1 zoned, single-family residences.

A transit station is advisable only in a location where there is *existing* adjacent high density development, indicative of high demand for access to transit. Alternatively, a transit station could be considered at a location which has the *potential* to accommodate the high-density development necessary to supply sufficient riders to warrant a station. Such potential, of course, would have to be supported by appropriate zoning (*re-zoning* in the case of our community) and a desire by the adjacent neighborhoods and City Council to change the existing nature of the community by increasing the density to something that would warrant construction and operation of an expensive station. Otherwise, the station simply will not be cost effective.

Therefore, a station location at Wilshire and Bronson-Lorraine (Crenshaw) would be ill-advised because it would be completely surrounded by a very few low-density, non-retail commercial parcels and extensive low-density HPOZ residential neighborhoods. The ridership simply won't be there. It obviously is better to locate transit stations at major intersections such as where Western Avenue, La Brea Avenue, and Fairfax Avenue intersect

October 31, 2007

Mr. David Mieger, AICP

Page 3

Wilshire Boulevard. These are the intersections where there are major north-south bus line intersections for passengers making connections.

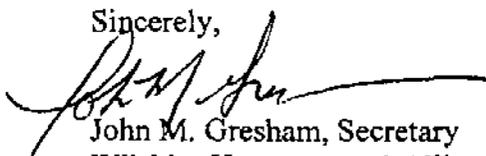
We note, too, that the Crenshaw Rapid Bus already makes the short, several-block jog to the existing Western Avenue Metro Red Line Station. Those few blocks of bus travel are far more cost-effective than building a \$100 Million-plus subway station between Bronson and Lorraine ... just four long blocks west of Western Avenue. Scarce public dollars for station construction should be applied where business and density are allowed – in the Miracle Mile, at LaBrea and/or at Fairfax. (In addition, if Metro were to build a station at Bronson-Lorraine [Crenshaw], and that enormous public investment subsequently caused changed land uses and intensified development at that location, the result would be new competition challenging Wilshire Center and Miracle Mile – the very areas that transit-oriented development is designed to enhance.)

Q - What is important to you in evaluating these alternatives?

A – Engineering and land use decision-making, not political decision-making. The reason our neighborhoods have formed HPOZs, the reason we are organized at all, is because we struggle every day to maintain our quality of life in the middle of an increasingly-urban Los Angeles, where we choose to make our homes in historic buildings located on children-friendly streets, enjoying a wonderfully diverse population as our neighbors. Therefore, in the view of the WHA Executive Committee, the most important factor to consider in evaluating Westside Extension alternatives is the impact that Metro's decisions will have on the communities you are serving. Expensive transit stations belong where there is sufficient density to justify those stations. At Bronson-Lorraine (Crenshaw) and Wilshire, there is neither sufficient density nor present potential for a sufficiently-large local population to justify a transit station.

In summary, the WHA Executive Committee believes that Los Angeles' transit needs will be best served by fast implementation of transit solutions that can, if needed, adapt quickly to better serve more riders. The most adaptable transit system is the only one that is not tied to a specific route, *i.e.* buses. We feel that what Los Angeles needs is simply more clean technology buses, like the CNG ones that you at Metro -- our own "America's Best" transit provider -- already utilize. We also need buses that run on weekends. We also need a spider-web of bus and rail routes, throughout the City and County. And we need more dedicated bus lanes and rush hour bus lanes where appropriate. We thank you for studying how these things we need can come to pass.

Sincerely,



John M. Gresham, Secretary

Wilshire Homeowners' Alliance Executive Committee

cc: Honorable Tom LaBonge
Honorable Herb Wesson
City Planning Director Gail S. Goldberg

WINDSOR SQUARE ASSOCIATION

October 31, 2007

David Mieger, AICP
Project Manager and Deputy Executive Officer
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, MS 99-22-5
Los Angeles, California 90012

Re: Westside Extension Analysis: Bronson-Irving-Crenshaw-Lorraine Purple Line Station

Dear Mr. Mieger:

On behalf of the Windsor Square Association, I am writing to provide comment regarding the Metro Westside Extension Transit Corridor Alternatives Analysis. Our association, founded in 1925, represents the residents of approximately 1100 homes between Van Ness Avenue and Arden Boulevard, from Wilshire Boulevard north to Beverly Boulevard.

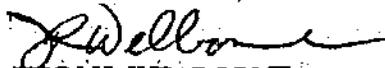
Windsor Square, like all the properties north and south of the Park Mile (the nearly one-and-one-half-mile long area on Wilshire Boulevard between Wilton Place and Highland Avenue), is exclusively low-density residential, generally R-1, single-family. Windsor Square is a City-adopted Historic Preservation Overlay Zone. This Overlay, like the Park Mile Specific Plan, was adopted by the City Council to *maintain the historic, low-density residential character of this area*. This is *not* an area appropriate for transit-oriented development, and hence it is not an area appropriate for an expensive subway station . . . should the Alternatives Analysis recommend a Purple Line extension west along Wilshire Boulevard (which we would support, so long as there is no wasteful Park Mile station).

Purple Line subway stations should be constructed in the neighboring commercial CENTERS: the **Wilshire Center** (where there are three existing stations) and the **Miracle Mile Center** (where two stations previously, and appropriately, were planned at LaBrea Avenue and at Fairfax Avenue). It would be a waste of precious public resources (and a threat to existing, historic residential zones) to build an incredibly expensive subway station at the Bronson-Irving-Crenshaw-Lorraine intersection with Wilshire.

But, of course, planners already know that. We in the community just hope that you planners – staff and consultants – will push **HARD** for good *planning, transit, and fiscal policy* – which will not include construction of a hundred-million-dollar subway station at this low-density location.

Our association is a member of the Wilshire Homeowners' Alliance ("WHA"), and we hereby incorporate by reference the sensible comments sent to you on behalf of the WHA.

Very truly yours,



JOHN H. WELBORNE
Vice President for Planning and Land Use

JHW:hs

cc: Honorable Tom LaBonge
Gail S. Goldberg, AICP, City Planning Director
Directors, Windsor Square Association
Editor, *Larchmont Chronicle*

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October 31, 2007

Writer's email:
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Los Angeles County Metropolitan Transit Authority (METRO)
Attn: Mr. David Mieger, AICP Project Manager and
Members of the METRO Board of Directors
One Gateway Plaza
Los Angeles, CA 90012-2952

Dear Mr. Mieger and MTA Board of Directors:

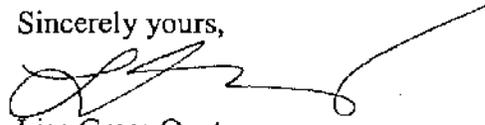
Thank you for giving us the opportunity to address our concerns and voice our desire to bring viable transit options to the Westside which is impacted daily by increasing congestion, as well as a lack of public transportation alternatives to help address these conditions. As a constituent within the Century City community, and a business owner, I would like to see the following transportation modes considered:

- A subway connection into Century City
- Subway stations (stops/portals) at Santa Monica Blvd. and Avenue of the Stars; and Constellation and Avenue of the Stars
- A north/south connector from Expo Light Rail (which runs parallel to the I-10 fwy)
- More buses, including Metro, Santa Monica, Culver City, Commuter Express, to and from Century City – especially after 5:30 p.m. to accommodate employees
- Transportation connector between Beverly Hills and Century City.

The Westside has been neglected for too long. We need alternative modes of transportation to help reduce congestion, minimize travel times, and improve the environment. We believe that residents and commuters will embrace public transit in record numbers as soon as opportunities are available, and we fully support the appropriation necessary to fund local projects and relieve worsening congestion.

Thank you again for considering our concerns.

Sincerely yours,



Lisa Greer Quateman

Wilshire Monorail

"Expressway to the Future"

October 30, 2007

Mr. David Meager, Project Manager,
Metro Westside Extension Transit Corridor
Members of the Metropolitan Transportation Authority

For the past 19 years, Los Angeles has had the worst traffic congestion in the nation and it will continue to get worse before it gets better, unless we change our way of thinking. Subsequently, we have the choice of moving Los Angeles forward into the 21st century with a new and efficient mass transit system or continuing going backward with the same old methods that created this unbearable gridlock?

Albert Einstein wisely observed, "*Insanity is doing the same thing over and over again and expecting different results.*" Correspondingly, if more buses, light rail and subways are supposed to be the answer to our traffic problems, then we've been asking the wrong questions.

More of the Same-Old-Same-Old

The mantra of "Getting motorists out of their car and into public transportation" is not a traffic plan. Instead, it's a hopeless and irresponsible wish. Quite simply, owning a personal car is tantamount to owning a personal home and it's part of living out the great American Dream. Thus, nobody should ever be discouraged or denied from achieving this fulfilling aspiration.

But why is that virtually every solution our transportation officials bring forth to supposedly reduce gridlock is based upon negatively impacting 95 percent of LA's commuters who drive a car? Do they not understand that a great majority of the public transportation riders are only doing so until they've saved enough money to buy a car or are old enough to get a driver's license? Then, they will drive a personal car, which will continue adding to the already gridlocked traffic.

Nonetheless, instead of thinking anew, the traffic experts insist on following the same old routine of buying bigger buses and building more light rail tracks to further impact street level traffic. Their theory is that by rewarding the fewest commuters while punishing the majority, LA's motorists will eventually tire of being stuck in gridlock in the privacy of their own car and will instead opt to ride a public bus with total strangers in the same gridlock. This ill-conceived reasoning defies understanding human nature's natural instinct toward personal independence and freedom of mobility, which is the very foundation and promise for "*Life, Liberty and the Pursuit of Happiness.*"

Here's an axiom that the experts refuse to acknowledge: More passengers will give up riding public transportation and start driving a personal car before more motorists will give up their personal car and start riding public transportation. As a result, it makes no sense for government to continue spending more money on counter-productive public transportation that will only create more gridlock for the vast majority of LA's commuters.

Furthermore, if existing public transportation is so efficient, why do nearly 70% of our gasoline taxes and another 1% of our local sales taxes go toward subsidizing mass transit, yet these same systems continue to lose billions of dollars each year? And if public transportation is so much better than driving a personal car, why aren't our elected officials riding the bus every day like they keep telling everyone else to do?

New Solutions and New Opportunities

We cannot continue on this downward spiral of wasting more tax dollars on the same old lumbering buses, unsightly light rail and depressing subways that are in stark contrast to LA's fast-paced, image conscious and forward-thinking lifestyle.

Everyone knows that there are no quick fixes or simple solutions to our traffic woes. However, common sense dictates that we need to start thinking smarter, planning better and being more productive than ever before by coming forth with new solutions for new times.

Norman Y. Mineta, former U.S. Secretary of Transportation who served in both the Clinton and Bush Administrations, rightly declared: "Congestion is not a scientific mystery, nor is it an uncontrollable force. Congestion results from poor policy choices and a failure to separate solutions that are effective from those that are not."

Getting on Top of our Traffic Problems

The time has come to truly get on top of our traffic congestion by building an ultra-modern monorail system above our public streets and freeways. Make no mistake; elevated monorails will effectively reduce street level gridlock so that all motorists and mass transit riders can move more quickly and efficiently. Plus, a quick, quiet and passenger-friendly monorail will be the best incentive to get today's motorists out of their personal cars and into public transportation.

Furthermore, a new and efficient monorail system will fluidly mobilize our citizenry so that we can all spend more time being productive in our chosen careers while devoting more quality time with our families and friends.

A more relevant factor is that building a monorail system will cost about one-third of a subway and take about one-fourth the time to complete. The notion of spending more than \$5 billion in today's money for an underground subway that will not be completed for another 20 to 30 years should not even be offered for consideration in Metro's alternative analysis.

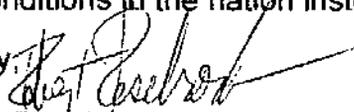
Onward and Upward

If Los Angeles is going to become a truly progressive city in this new century, then we need to move onward and upward and resurrect John F. Kennedy's visionary dictum of nearly a half-century ago: *"It is time for a new generation of leadership, to cope with new problems and new opportunities. For there is a new world to be won."*

We must never forget that future generations are depending upon us to make the right decisions for their best interests, just as previous generations did in our behalf. And the right decision is a sleek-moving and environmentally friendly monorail system built above traffic to effectively interconnect LA's vast landscape of communities that will make commuting a pleasure instead of misery.

So, let's look up and not down; move forward and not backward; work together and not in opposition. Let's think anew and get Los Angeles on the move again by having the best traffic conditions in the nation instead of the worst.

Sincerely,

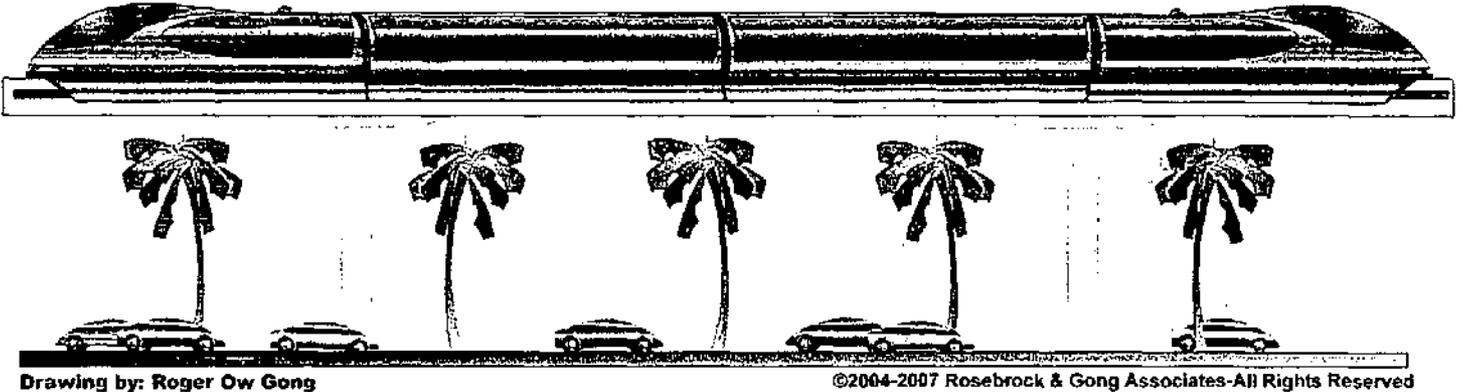


Robert L. Rosebrock

575 S. Barrington
Los Angeles, CA 90049
310-472-2717

WILSHIRE MONORAIL

"Expressway to the Future"

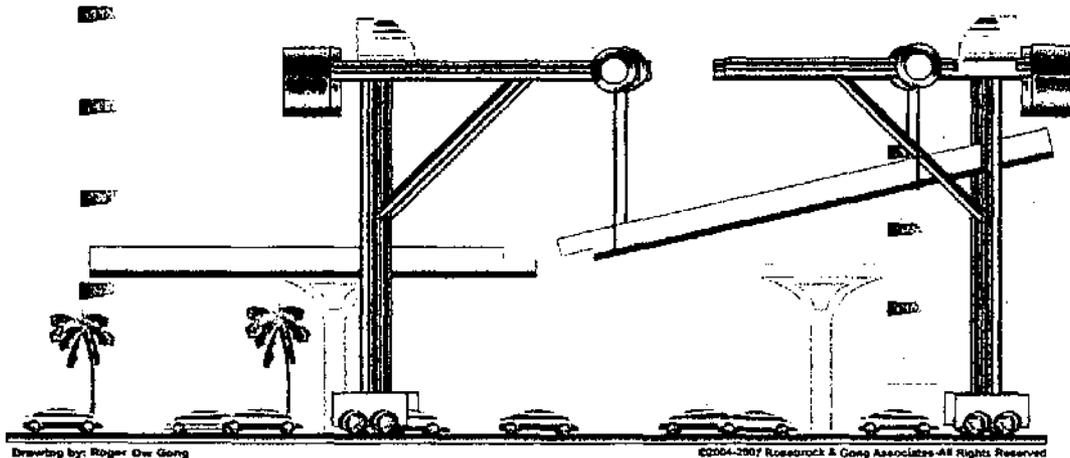


Drawing by: Roger Ow Gong

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EASY TO RIDE

Now you can travel above LA's stressful traffic and not in it. The Wilshire Monorail will be quicker, quieter and more environmentally and passenger friendly than other transit systems. This side view shows a sleek and modern monorail with large and comfortable passenger coaches.



Drawing by: Roger Ow Gong

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EASY TO BUILD

Pre-cast modular structures allow the Wilshire Monorail to be built at a fraction of the cost and time as compared to a subway system. Arched support structure assures a safe and solid foundation.

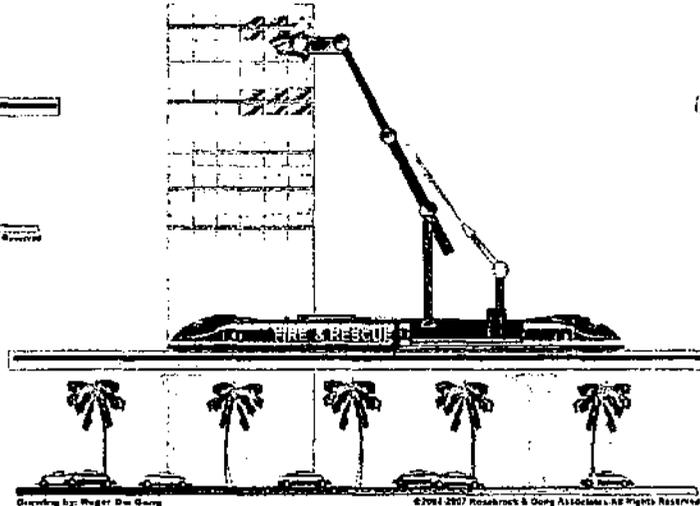
WILSHIRE MONORAIL

"Expressway to the Future"



MOBILE MEDICAL EMERGENCY CENTER

Paramedics will move rapidly and efficiently above traffic to insure prompt and professional medical treatment while a patient is being mobilized to the nearest hospital or trauma center for further care.



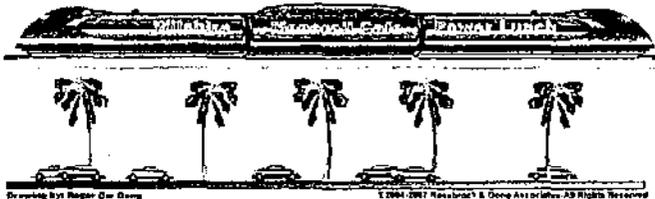
MOBILE FIRE & RESCUE TEAMS

Firefighters and Rescue Teams will move quickly and safely above Wilshire Boulevard to answer the calls of fire or related disasters while being able to adapt to normally hard-to-reach places with relative ease.



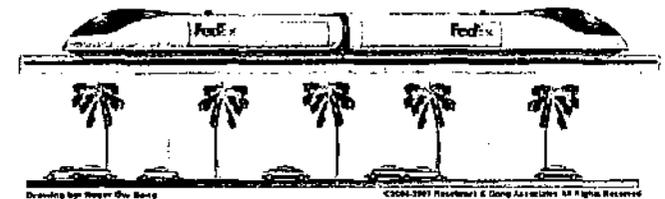
MOBILE POLICE COMMAND STATION

The prevention of crime is paramount in the safety and protection of our citizenry but often times criminals have the advantage because our police are unable to respond quickly to a crime scene due to gridlock traffic. With new Mobile Command Stations, the Los Angeles Police Department will now have roving command centers that move quickly toward a crime scene above the traffic and dispatch ready forces in the minimum of time.



UPSCALE DINING

Enjoy the ultimate "power lunch" as you glide above Wilshire Boulevard from Santa Monica to Downtown LA in an ultra-fashionable "Domed Dining Lounges," away from the hectic traffic below. In the evening, you can experience a quiet dinner cruise under the stars and above the hustle and bustle.



COMMERCE EXPRESS

The Wilshire Monorail will help eliminate many of the large delivery trucks that make long non-stop trips back and forth on Wilshire Boulevard by transporting high-volume delivery commerce services above the street traffic.

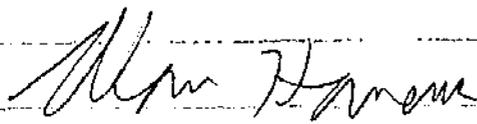
NOV. 1, 2007

DEAR MR. MIEGER,

UNFORTUNATELY AFTER SENDING YOU MY COMMENTS ON THE PURPLE LINE EXTENSION DUE NOV. 1, I FOUND A FEW MISTAKES ON MY 4 PAGE LETTER, ON P. 4, HENCE I AM SENDING YOU A ^{NEW} COPY OF MY BASIC LETTER. (HOLIDAYS, FIELD TRIPS & GENERAL LACK OF SLEEP THIS TIME OF YEAR CAN CAUSE THIS!)

THE 4 MAPS I ENCLOSED WITH ~~THE~~ ORIGINAL LETTER AND OTHER DOCUMENTS ARE THE SAME.

GOOD LUCK WITH THE PROJECT, WITH HOPE THAT AT LEAST SOME SEGMENTS CAN BE FUNDED IN SOME KIND OF REASONABLE TIME!


ALAN HAVENS