

Appendix U
Scoping Comments Received



OFFICE OF THE GOVERNOR

March 25, 2009

Mr. David Mieger
Los Angeles County
Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, California 90012
USA

Dear Mr. Mieger,

Thank you for your scheduling request to Governor Arnold Schwarzenegger
The Governor is honored by your invitation.

While your request is very important, it was received too late for consideration.
In the future, we welcome you to send your request at least 30 days prior to your
requested date or timeframe to ensure that your invitation is given adequate time
to be reviewed.

The Governor thanks you for your inquiry.

Sincerely,

Katie Tinney
Katie Tinney
Director of Scheduling



FEMA

IMAGED

March 31, 2009

APR 6 2009

Mr. Roger Snoble
Chief Executive Officer
Metro
One Gateway Plaza
Los Angeles, CA 90012

RECORDS MANAGEMENT CENTER

Attention: Mr. David Mieger, AICP

Re: Westside Extension Project
Invitation to Participate in the Environmental Review Process

Dear Mr. Snoble:

This letter is in response to your letters dated March 24, 2009, addressed to Ms. Karen Armes, Deputy Regional Administrator, Department of Homeland Security (DHS), Federal Emergency Management Agency (FEMA) and myself, Regional Environmental Officer, requesting our agency become a participating agency per Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) in the environmental review process for the extension of the Westside rail line within the heavily congested Westside Transit Corridor.

FEMA is declining your invitation to be a participating agency, as we do not have jurisdiction or authority with respect to the proposed improvements. The project, however, must undergo federal consultation with agencies responsible for implementation of federal environmental statutes and authorities, as it is considered equivalent to a federal action, being proposed by the Federal Transit Administration (FTA) in cooperation with the Los Angeles County Metropolitan Transportation Authority (Metro).

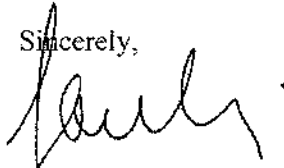
The proposed improvements are located in Los Angeles County and may involve local jurisdictions that participate in the ~~National Flood Insurance Program (NFIP)~~. Any development within the County must comply with any requirements of the ~~County's Flood Damage Prevention Ordinance (Ordinance)~~. To complete the Federal environmental review process for the proposal, Metro is required to submit the draft of any environmental compliance documents to our agency for review and comment.

March 31, 2009

Page #2

We have also sent our declination of this invitation electronically to Mr. Ray Tellis of the FTA Los Angeles Metropolitan Office at ray.tellis@dot.gov. Should you have any questions or if I may be of further assistance, you may contact me at (510) 627-7284, or by email at fema-rix-ehp-documents@dhs.gov.

Sincerely,



Alessandro Amaglio
Environmental Officer

Sirisut, Dianne

From: Martin, Roger
Sent: Tuesday, March 31, 2009 3:52 PM
To: Sirisut, Dianne
Subject: FW: EIR for Westside Extension Project

Roger L. Martin, AICP
Transportation Planning Manager
Westside Planning
Metro
One Gateway Plaza, Mailstop 99/22/5
Los Angeles, CA 90012
(213) 922-3069
martinr@metro.net

From: Ray.Tellis@dot.gov [mailto:Ray.Tellis@dot.gov]
Sent: Friday, March 27, 2009 3:47 PM
To: Martin, Roger
Subject: FW: EIR for Westside Extension Project

From: Lee, Emory (HHS/OS) [mailto:Emory.Lee@HHS.GOV]
Sent: Friday, March 27, 2009 1:04 PM
To: Tellis, Ray <FHWA>
Subject: EIR for Westside Extension Project

The Department of Health & Human Services will not be a participating agency in this review as we have no jurisdiction or authority regarding the project. Thank you.

Emory M. Lee
Acting Regional Director
Office of the Regional Director
U.S. Department of Health & Human Services
Region IX -- Arizona, California, Hawaii, Nevada,
Guam, American Samoa, Commonwealth of the
Northern Mariana Islands, Federated States of Micronesia,
Republic of the Marshall Islands, and the Republic of Palau

90 - 7th Street, Suite 5-100
San Francisco, CA 94103
Phone: (415) 437-8500
Fax: (415) 437-8505
email: emory.lee@hhs.gov

Sirisut, Dianne

From: Martin, Roger
Sent: Tuesday, March 31, 2009 3:52 PM
To: Sirisut, Dianne
Subject: FW: Westside Extension Project

Roger L. Martin, AICP
Transportation Planning Manager
Westside Planning
Metro
One Gateway Plaza, Mailstop 99/22/5
Los Angeles, CA 90012
(213) 922-3069
martinr@metro.net

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

From: Ray.Tellis@dot.gov [mailto:Ray.Tellis@dot.gov]
Sent: Monday, March 30, 2009 10:29 AM
To: Martin, Roger
Subject: Fw: Westside Extension Project

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

From: Fortier, Renee <RFortier@ts.ucla.edu>
To: Tellis, Ray <FHWA>
Cc: Karwaski, David <dkarwaski@ts.ucla.edu>; Lelah, Tova
<tlelah@capnet.ucla.edu>; Powazek, Jack <powazek@FACNET.UCLA.EDU>
Sent: Mon Mar 30 13:00:36 2009
Subject: Westside Extension Project

Mr. Tellis: UCLA Transportation hereby accepts the invitation to become a participating agency in the Environmental Review Process for the Westside Extension Project.

Renée A. Fortier

Director

UCLA Transportation

555 Westwood Plaza, Suite 100

Los Angeles, CA 90095

310-206-6317

Sirisut, Dianne

From: Martin, Roger
Sent: Tuesday, March 31, 2009 3:57 PM
To: Sirisut, Dianne
Subject: FW: Amtrak Response to Westside Extension Project

Fyi.

From: Ray.Tellis@dot.gov [mailto:Ray.Tellis@dot.gov]
Sent: Tuesday, March 31, 2009 3:56 PM
To: Martin, Roger
Subject: FW: Amtrak Response to Westside Extension Project

From: Hutchison, Jonathan [mailto:HutchiJ@amtrak.com]
Sent: Tuesday, March 31, 2009 2:54 PM
To: Tellis, Ray <FHWA>
Subject: Amtrak Response to Westside Extension Project

Hello, Mr. Tellis:

Thank you for the correspondence regarding the desired Westside Extension Heavy Rail project. Although Amtrak certainly supports investments in alternative forms of transportation, and seeks to find ways to more effectively integrate its intercity services with local transit providers, from a strictly business perspective, this project, regardless of its merits or challenges in the eyes of local stakeholders, has little meaningful impact on Amtrak's primary business activity of operating America's intercity passenger rail system. As a result, Amtrak respectfully declines Los Angeles County Metropolitan Transportation Authority's invitation to participate in this project's environmental review process.

Thank you and please let me know if you need additional information.

Sincerely,

Jonathan Hutchison
Director, Government Affairs – West
Amtrak
510-238-2671

Sirisut, Dianne

From: Martin, Roger
Sent: Tuesday, March 31, 2009 3:53 PM
To: Sirisut, Dianne
Subject: FW: Westside Extension Project

Roger L. Martin, AICP
Transportation Planning Manager
Westside Planning
Metro
One Gateway Plaza, Mailstop 99/22/5
Los Angeles, CA 90012
(213) 922-3069
martinr@metro.net

From: Ray.Tellis@dot.gov [mailto:Ray.Tellis@dot.gov]
Sent: Tuesday, March 31, 2009 1:46 PM
To: Martin, Roger
Subject: FW: Westside Extension Project

From: FEMA-RIX-EHP-Documents [mailto:Fema-RIX-EHP-Documents@dhs.gov]
Sent: Tuesday, March 31, 2009 1:34 PM
To: Tellis, Ray <FHWA>
Subject: Westside Extension Project

Mr. Tellis: Please be advised that FEMA is declining the invitation to be a participating agency in Metro's above referenced proposal. Thank you.

Donna M. Meyer
Deputy Environmental Officer
FEMA - RIX



Preserving America's Heritage

March 31, 2009

Mr. Roger Snoble
Chief Executive Officer
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: *Westside Extension Project*
Los Angeles County, California

Dear Mr. Snoble:

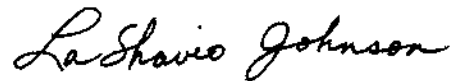
On March 27, 2009, the Advisory Council on Historic Preservation (ACHP) received your invitation to participate in the environmental review process for the referenced undertaking pursuant to Section 6002 of the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users* (SAFETEA-LU). At this time, we do not expect to attend meetings or provide formal comments at environmental review milestones. However, we retain the right to become involved in the environmental review for this action in the future if, based on information provided by the Federal Transit Administration (FTA) or other consulting parties, we determine that our involvement is warranted.

In order to ensure compliance with Section 106 of the *National Historic Preservation Act*, the ACHP encourages FTA to initiate the Section 106 process by notifying, at its earliest convenience, the appropriate State Historic Preservation Officer (SHPO) and/or Tribal Historic Preservation Officer (THPO), Indian tribes, and other consulting parties pursuant to our regulations, "Protection of Historic Properties" (36 CFR Part 800). Through early consultation, FTA and your agency will be able to determine the appropriate strategy to ensure Section 106 compliance for this undertaking. Please note that FTA, as the federal agency, must be involved in the notification of consulting parties.

FTA and the Los Angeles County Metropolitan Transportation Authority should continue consultation with the appropriate SHPO/THPO, Indian tribes, and other consulting parties to identify and evaluate historic properties and to assess any potential adverse effects on those historic properties. If you determines through consultation with the consulting parties that the undertaking will adversely affect historic properties, or that the development of an agreement document is necessary, FTA must notify the ACHP and provide the documentation detailed at 36 CFR § 800.11(e). In the event that this undertaking is covered under the terms of an existing agreement document, you should follow the process it outlines.

Should you have any questions as to how your agency should comply with the requirements of Section 106, please contact Blythe Semmer by telephone at (202) 606-8552 or by e-mail at bsemmer@achp.gov.

Sincerely,

A handwritten signature in cursive script that reads "LaShavio Johnson".

LaShavio Johnson
Historic Preservation Technician
Federal Permitting, Licensing, and Assistance Section
Office of Federal Agency Programs

Sirisut, Dianne

From: Martin, Roger
Sent: Thursday, April 02, 2009 7:45 AM
To: Sirisut, Dianne
Subject: FW: Acceptance of invitation to become a participating agency for the Westside Extension Project

Fyi...

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

From: Ray.Tellis@dot.gov [mailto:Ray.Tellis@dot.gov]
Sent: Thursday, April 02, 2009 7:43 AM
To: Martin, Roger
Subject: Fw: Acceptance of invitation to become a participating agency for the Westside Extension Project

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

From: Curzi, Anthony <acurzi@planning.lacounty.gov>
To: Tellis, Ray <FHWA>
Sent: Wed Apr 01 20:37:22 2009
Subject: Acceptance of invitation to become a participating agency for the Westside Extension Project

Dear Mr. Tellis,

The Los Angeles County Department of Regional Planning has received and accepts your invitation to become a participating agency for the Los Angeles County Metropolitan Transportation Authority's (Metro) Westside Extension Project.

Correspondence should be sent to my supervisor, Mr. Paul McCarthy, Supervising Regional Planner, at the address below.

The County looks forward to working with your agency, Metro, and others in this important transportation project.

Sincerely,

ANTHONY CURZI

Regional Planning Assistant II

Impact Analysis

Los Angeles County Department Of Regional Planning

320 West Temple Street, Los Angeles, CA 90012

(213) 974-6461

P Please consider the environment before printing this email



DEPARTMENT OF CONSERVATION

DIVISION OF OIL, GAS AND GEOTHERMAL RESOURCES

5816 Corporate Avenue • Suite 200 • CYPRESS, CALIFORNIA, 90630-4731

PHONE 714 / 816-6847 • FAX 714 / 816-6853 • WEBSITE conservation.ca.gov

April 8, 2009

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

Subject: Notice of Preparation for Westside Subway Extension –
SCH# 2009031083

Dear Mr. Mieger:

The Department of Conservation's Division of Oil, Gas, and Geothermal Resources (Division) has reviewed the above referenced Notice of Preparation for Westside Subway Extension. We offer the following comments for your consideration.

The Division is mandated by Section 3106 of the Public Resources Code (PRC) to supervise the drilling, operation, maintenance, and plugging and abandonment of wells for the purpose of preventing: (1) damage to life, health, property, and natural resources; (2) damage to underground and surface waters suitable for irrigation or domestic use; (3) loss of oil, gas, or reservoir energy; and (4) damage to oil and gas deposits by infiltrating water and other causes. Furthermore, the PRC vests in the State Oil and Gas Supervisor (Supervisor) the authority to regulate the manner of drilling, operation, maintenance, and abandonment of oil and gas wells so as to conserve, protect, and prevent waste of these resources, while at the same time encouraging operators to apply viable methods for the purpose of increasing the ultimate recovery of oil and gas.

The scope and content of information that is germane to the Division's responsibility are contained in Section 3000 et seq. of the Public Resources Code (PRC), and administrative regulations under Title 14, Division 2, Chapter 4, of the California Code of Regulations.

The proposed project is located within the administrative boundaries of the Beverly Hills, Las Cienegas, South Salt Lake oil fields and Los Angeles County. There are numerous plugged and abandoned wells within or in proximity to the project boundaries. The wells are identified on Division maps 117, 118, 122, W1-5 and in Division records. The Division recommends that all wells within or in close proximity to project boundaries be accurately plotted on future project maps.

Mr. David Mieger, AICP, Project Director and Deputy Executive Officer

April 8, 2009

Page 2

Building over or in the proximity of idle or plugged and abandoned wells should be avoided if at all possible. If this is not possible, it may be necessary to plug or re-plug wells to current Division specifications. Also, the State Oil and Gas Supervisor is authorized to order the reabandonment of previously plugged and abandoned wells when construction over or in the proximity of wells could result in a hazard (Section 3208.1 of the Public Resources Code). If abandonment or reabandonment is necessary, the cost of operations is the responsibility of the owner of the property upon which the structure will be located. Finally, if construction over an abandoned well is unavoidable an adequate gas venting system should be placed over the well.

Furthermore, if any plugged and abandoned or unrecorded wells are damaged or uncovered during excavation or grading, remedial plugging operations may be required. If such damage or discovery occurs, the Division's district office must be contacted to obtain information on the requirements for and approval to perform remedial operations.

To ensure proper review of building projects, the Division has published an informational packet entitled, "Construction Project Site Review and Well Abandonment Procedure" that outlines the information a project developer must submit to the Division for review. Developers should contact the Division Cypress district office for a copy of the site-review packet. The local planning department should verify that final building plans have undergone Division review prior to the start of construction.

Thank you for the opportunity to comment on the Notice of Preparation. If you have questions on our comments, or require technical assistance or information, please call me at the Cypress district office: 5816 Corporate Avenue, Suite 200, Cypress, CA 90630-4731; phone (714) 816-6847.

Sincerely,



Paul Frost
Associate Oil & Gas Engineer
Division of Oil, Gas and Geothermal Resources
District 1 - Cypress

cc: State Clearinghouse
P.O. Box 3044
Sacramento, California 95812-3044

Adele Lagomarsino – Division Headquarters
Sacramento



Exposition Metro Line
Construction Authority

707 Wilshire Boulevard
34th Floor
Los Angeles, CA 90017

213.243.5500
BuildExpo.org

April 10, 2009

File Code: CA112
EXPO2-00182

Mr. Ray Tellis
Federal Transit Administration
Los Angeles Metropolitan Office
888 S. Figueroa, Suite 1850
Los Angeles, CA 90017

Reference: **Invitation to Participate in the Environmental Review Process for the Westside Extension Project**

Dear Mr. Tellis:

The Exposition Metro Line Construction Authority appreciates the written invitation dated March 24, 2009, to become involved as a participating agency in the Environmental Review Process for the Westside Extension.

Ms. Monica Born, Project Director for Phase 2, will be attending the Interagency Scoping meeting on April 13, 2009. Please include Ms. Born in all correspondence related to this Environmental Impact Statement/Report. Mail to:

Monica Born
Project Director, Phase 2
Exposition Construction Authority
707 Wilshire Boulevard, 34th Floor
Los Angeles, CA 90017.

Please send timely notices of any scheduled public meetings or public hearings by the Agency, at least 10 days prior to the meeting.

If you have any questions, please contact Monica Born at (213) 243-5527 or by email at mborn@exporail.net.

Sincerely,

Richard D. Thorpe, P.E.
Chief Executive Officer

RDT/

Cc: M. Born
S. Bricker
J. Sandberg
Document Control

Sirisut, Dianne

From: Martin, Roger
Sent: Monday, April 13, 2009 3:21 PM
To: Sirisut, Dianne
Subject: FW: Environmental review process for the Westside Extension Project

Fyi.

Roger L. Martin, AICP
Transportation Planning Manager
Westside Planning
Metro
One Gateway Plaza, Mailstop 99/22/5
Los Angeles, CA 90012
(213) 922-3069
martinr@metro.net

From: Ray.Tellis@dot.gov [mailto:Ray.Tellis@dot.gov]
Sent: Monday, April 13, 2009 3:19 PM
To: Martin, Roger
Subject: Fw: Environmental review process for the Westside Extension Project

From: Currey, Palmer <Palmer.Currey@dgs.ca.gov>
To: Tellis, Ray <FHWA>
Sent: Mon Apr 13 18:16:33 2009
Subject: Environmental review process for the Westside Extension Project
Ray,

As a State representative of the Department of General Services and the Regional Portfolio Manager for the LA region, I would like to be kept abreast of the developments concerning the referenced project.

Pat Currey, Senior Real Estate Officer
Department of General Services
Asset Management Branch
707 Third Street, 6th Floor, MS 101
West Sacramento, CA 95605
Phone: 916-376-1791 | Fax: 916-376-1833

Sirisut, Dianne

From: Martin, Roger
Sent: Tuesday, May 12, 2009 3:18 PM
To: Sirisut, Dianne
Subject: FW: Delegate for ERP for Westside Extension Project
Importance: High
Follow Up Flag: Follow up
Flag Status: Red

Can you show Big Blue Bus as a participating agency.....

From: Ray.Tellis@dot.gov [mailto:Ray.Tellis@dot.gov]
Sent: Tuesday, April 14, 2009 5:00 PM
To: Martin, Roger
Subject: FW: Delegate for ERP for Westside Extension Project

From: Jacoline Ward [mailto:Jacoline.Ward@SMGOV.NET] **On Behalf Of** Stephanie Negriff
Sent: Tuesday, April 14, 2009 3:29 PM
To: Tellis, Ray <FHWA>
Subject: Delegate for ERP for Westside Extension Project

We will continue to send Paul Casey, Big Blue Bus Senior Transit Programs Analyst, as our delegate to participate in the Environmental Review Process for the Westside Extension Project.



United States Department of the Interior

U. S. GEOLOGICAL SURVEY

Reston, VA 20192

In Reply Refer To:
Mail Stop 423

APR 15 2009

Mr. Roger Snoble
Chief Executive Officer
Los Angeles County
Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

Subject: Invitation to Participate in the Environmental Review Process for the Westside
Extension Project, Los Angeles County, CA

Dear Mr. Snoble:

This is in response to your letter dated March 24, 2009 to Willie Taylor, Director of the Department of Interior (DOI) Office of Environmental Policy and Compliance, requesting that DOI serve as a participating agency on the subject environmental review process and environmental impact statement. Your request was referred to individual DOI bureaus for response.

The U.S. Geological Survey (USGS) has no jurisdiction or authority with respect to the subject project. Furthermore, it is the policy of the USGS to decline requests to be an official participating agency in the environmental review process of another agency except where the proposed action may directly affect our facilities or the conduct of our work. However, the USGS as part of our mission will continue to provide science support to other agencies when our data and scientific expertise have relevance to their proposed actions undergoing environmental review. Such assistance could include attending or making presentations at scoping and technical meetings, and conducting special studies and data collection projects.

If you have any questions concerning our decision, you can contact me at (703) 648-4423. For information concerning the natural resources of the project area, contact Eric Reichard, Acting Director of the USGS California Water Science Center in Sacramento, at (916) 225-6134.

Sincerely,

James F. Devine
Senior Advisor for Science Applications

Sirisut, Dianne

From: Martin, Roger
Sent: Wednesday, April 15, 2009 7:20 PM
To: Sirisut, Dianne
Subject: FW: Westside Subway Extension Project participating agency

Fyi...

Roger L. Martin, AICP
Transportation Planning Manager
Westside Planning
Metro
One Gateway Plaza, Mailstop 99/22/5
Los Angeles, CA 90012
(213) 922-3069
martin@metro.net

From: Ray.Tellis@dot.gov [mailto:Ray.Tellis@dot.gov]
Sent: Wednesday, April 15, 2009 6:28 PM
To: Martin, Roger
Subject: Fw: Westside Subway Extension Project participating agency

From: Lantz, Steve <LantzS@scrra.net>
To: Tellis, Ray <FHWA>
Sent: Wed Apr 15 11:57:53 2009
Subject: Westside Subway Extension Project participating agency
Stephen H. Lantz, Director, Communications and Development, will serve as Southern California Regional Rail Authority's participating agency delegate for the environmental review process related to the proposed Metro Westside Subway Extension Project.

Sirisut, Dianne

From: Martin, Roger
Sent: Wednesday, April 22, 2009 2:18 PM
To: 'Kristine Grillo'
Cc: Clarissa Filgioun; Sirisut, Dianne
Subject: RE: I have a question/comment about the Westside Extension Transit Corridor Study
Follow Up Flag: Follow up
Flag Status: Red

Hi Kristine,

Thank you for sending, and we'll consider this a formal agency scoping comment.

Roger

Roger L. Martin, AICP

Transportation Planning Manager
Westside Planning
Metro
One Gateway Plaza, Mailstop 99/22/5
Los Angeles, CA 90012
(213) 922-3069
martinr@metro.net

From: Kristine Grillo [<mailto:Kristine@TheRobertGroup.com>]
Sent: Wednesday, April 22, 2009 1:13 PM
To: Martin, Roger
Cc: Clarissa Filgioun
Subject: FW: I have a question/comment about the Westside Extension Transit Corridor Study

Roger -- below is the comment that came in from the LA County Fire Department. We aren't sure if this is a formal agency scoping comment and wanted to get your opinion.

Thanks and see you this evening.

Kristine

From: webmasters@metro.net [<mailto:webmasters@metro.net>]
Sent: Monday, April 20, 2009 11:34 AM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Jon
lastName: Umeda
organization: LA County Fire Dept.
emailAddress: jumeda@fire.lacounty.gov
streetAddress: 1320 N. Eastern Ave.
city: Los Angeles
state: CA
zipCode: 90063

4/22/2009

firstName: Jon
lastName: Umeda
organization: LA County Fire Dept.
emailAddress: jumed@fire.lacounty.gov
streetAddress: 1320 N. Eastern Ave.
city: Los Angeles
state: CA
zipCode: 90063
Date: Monday, April 20, 2009
Time: 11:33:55 AM

comments:

I would like to comment on the alternatives on behalf of the Los Angeles County Fire Department. Based on the two light-rail alternatives left for consideration, we prefer the Wilshire subway over the Wilshire/Santa Monica alternatives. This is based solely on how the construction phase of the Wilshire/Santa Monica subway will affect the routing and response time for the Fire Stations 7 and 8, which operate in the City of West Hollywood. Concerns include the availability of water provided by the hydrants. If construction cuts off water, another hydrant will need to be installed to ensure availability of water at all times. Also, during construction, there will be a need for emergency vehicles to enter the far side of the street so response times will not suffer. Finally, rail transit will result in 100 to 200 people congregating at stations and near the general vicinity. Inevitably, this increase of commuter services, in general, will cause an increase in emergency incidences, affecting all nearby fire stations.

Sirisut, Dianne

From: Martin, Roger
Sent: Tuesday, April 21, 2009 8:40 AM
To: Sirisut, Dianne
Subject: FW: MTA Westside Extension Project Representative

Fyi.

From: Ray.Tellis@dot.gov [mailto:Ray.Tellis@dot.gov]
Sent: Tuesday, April 21, 2009 8:11 AM
To: Martin, Roger
Subject: Fw: MTA Westside Extension Project Representative

From: Jones, Karen <KJones@fire.lacounty.gov>
To: Tellis, Ray <FHWA>
Cc: Enriquez, Jim <JEnrique@fire.lacounty.gov>; Todd, John <JTodd@fire.lacounty.gov>; Espiritu, Marcos <MEEspiri@fire.lacounty.gov>; Nelson, Mark <MNelson@fire.lacounty.gov>; McElwain, Pat <PMcElwai@fire.lacounty.gov>; Jara, Irma <IJara@fire.lacounty.gov>; Camarena, Jennifer <JCamarena@fire.lacounty.gov>; Rodriguez, Madeline <Mrodrigu@fire.lacounty.gov>
Sent: Tue Apr 21 11:03:55 2009
Subject: MTA Westside Extension Project Representative
Good Morning, the following are representatives for the MTA Westside Extension Project from the County of Los Angeles Fire Department:

Battalion Chief Jim Enriquez, East Region Fire Prevention Units – (626) 369-0895

Captain Marcos Espiritu, County Facilities/High Rise Unit – (323) 724-3188 (Alternate)

Please call me if you have any questions.

*Karen Jones, Mgmt. Sec. III
Los Angeles County Fire Department
Prevention Bureau
(323) 881-2461
(323) 260-5088-Fax
kjones@fire.lacounty.gov*

**BOARD OF PUBLIC WORKS
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ENGINEERING

GARY LEE MOORE, P.E.
CITY ENGINEER

1149 S. BROADWAY, SUITE 700
LOS ANGELES, CA 90015-2213

<http://eng.lacity.org>

April 27, 2009

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

ENVIRONMENTAL REVIEW PROCESS FOR THE WESTSIDE EXTENSION PROJECT

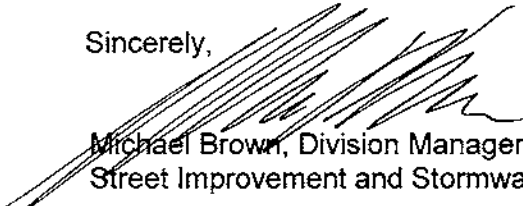
Dear Mr. Mieger:

Thank you for this opportunity to participate and comment on the environmental review process for the Westside Extension Project. Please include the City of Los Angeles, Bureau of Engineering (BOE) in communications related to future phases of the study and development of the Environmental Impact Report (EIR) / Environmental Impact Statement (EIS).

The proposed Westside Extension Project covers several Council Districts (CD Nos. 4, 5, 11 & 13) in the City of Los Angeles. For an updated list of known projects from BOE within the Westside Extension Project limits, please visit http://eng.lacity.org/iuprs/by_cnci_dist.cfm. These projects are in different stages (i.e. planning, pre-design, design, bid & award, construction, post construction, etc.). Please contact the corresponding project manager for more details and to avoid any potential conflicts.

Designs within the City of Los Angeles right-of-way shall comply with BOE Standard Plans, Design Manuals, Special Provisions, dedication requirements, etc. A copy of all pertinent documents can be obtained from the Bureau of Engineering's web site at <http://eng.lacity.org/index.cfm>. Please note that these documents correspond to BOE requirements only. Other City offices may have additional requirements. If you have any questions, please contact Curtis Tran at (213) 485-4505.

Sincerely,


Michael Brown, Division Manager
Street Improvement and Stormwater Division

Cc: Gary Lee Moore, City Engineer, BOE
Rita L. Robinson, General Manager, LADOT
Susan Bok, Transportation Planner, LADOT

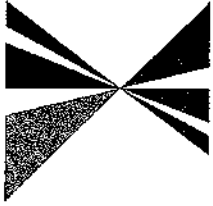
Cecilia V. Estolano, CEO, CRA/LA
S. Gail Goldberg, Director, LADCP

MPB/SJC/CT/DK

U:\Streets\MTA\Westside Extension Project\Early Comments 04-27-2009.doc



SOUTHERN CALIFORNIA



**ASSOCIATION of
GOVERNMENTS**

Main Office

818 West Seventh Street
12th Floor
Los Angeles, California
90017-3435

t (213) 236-1800
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April 29, 2009

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

Re: Invitation to participate in the Environmental Review Process for the
Westside Extension Project

Dear Mr. Mieger,

We are pleased to accept your invitation to join the environmental review process for the Westside Extension Project. As the region's federally designated Metropolitan Planning Organization, we know that cooperation and coordination are the backbone of good transportation planning, and we are happy to be involved in this process. We look forward to collaborating with Metro and other stakeholders as an EIR participant.

Additionally, we are excited by the Westside Extension Project's promise to improve regional mobility and increase efficiency in Metro's rail operations. As a service that operates in what is currently one of the busiest bus corridors in the region, we believe that the Westside Extension will provide increased mobility and opportunity to the residents of Southern California.

All correspondence regarding this process should be directed to Matt Gleason:

Attn: Matt Gleason
Regional Transit Planner
Southern California Association Of Governments
818 7th Street, 12th floor
Los Angeles, CA 90017

Sincerely,

Naresh Amatya
Manager, Transportation Planning

NA:mg



UCLA TRANSPORTATION
COMMUTER SERVICES & INFORMATION
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PARKING SERVICES
TRANSPORTATION PLANNING & POLICY

555 WESTWOOD PLAZA, SUITE 100
BOX 951360
LOS ANGELES, CALIFORNIA 90095-1360
WWW.TRANSPORTATION.UCLA.EDU

April 30, 2009

Mr. David Mieger
Project Director and Deputy Executive Officer
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, MS 99/2/5
Los Angeles, CA 90012-2952

RE: WESTSIDE SUBWAY EXTENSION SCOPING


Dear Mr. Mieger:

The University of California, Los Angeles (UCLA) is pleased to participate in the public comment process regarding the scoping study for the Westside Subway Extension.

UCLA employs upwards of 30,000, and student enrollment exceeds 38,000. Westwood/UCLA has an employment density second only to downtown Los Angeles. Notably, many of these people commute daily to and from campus from all over Los Angeles County. Not only will a Westwood/UCLA stop on the Westside Subway provide vital commute options to the many UCLA employees and students who live elsewhere in Los Angeles County, but, since UCLA's mission of teaching, research and public service extends beyond our boundaries to the communities and city around us, it will also serve the hundreds of thousands of Southern California residents who visit the UCLA campus each year for medical care, cultural activities, and other events held on campus. UCLA draws people from throughout Southern California, and the Westside, as a whole, has become an employment rich area attracting several hundred thousand commuters each day from areas throughout the region. The Westwood station is projected to have the largest number of boardings and alightings of any station on the Westside Subway line, and would be behind only Union Station and the 7th Street station for passenger volume throughout the system.

It is imperative that the Westside Subway project be planned for and built in such a way not only to enable the University to continue to excel in its teaching, research and public service mission in the future, but also to maximize the benefit to the entire Los Angeles region, which will be served by providing a subway alternative to the freeway and other roadway miles traveled by the thousands of employees, students and visitors who come to UCLA and the Westside from other areas. Since project route and phasing have not been solidified, we take this opportunity to urge the Board to adopt a route which includes a Westwood/UCLA stop in the first phase of the Westside Subway Extension project. Including a Westwood/UCLA stop in the first phase will bring benefits to the largest number of potential passengers at the earliest opportunity. It will not only directly benefit UCLA, but will benefit the entire Los Angeles region due to the large geographic area from which the campus draws for employment, students, patients and visitors.

Sincerely,


Renee A. Fortier, Director
UCLA Transportation

cc: Metro Board of Directors:
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Mayor, City of Los Angeles

Don Knabe, First Vice Chair
Los Angeles County Supervisor, Fourth Supervisorial District

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Doug Failing, Non-voting member, State of California Governor Appointee

Gene Block, Chancellor
UCLA

E. Felicia Brannon, Executive Director
UCLA Government & Community Relations

David Karwaski, Manager
UCLA Transportation Planning & Policy

Arthur T. Leahy, Chief Executive Officer
Los Angeles County Metropolitan Transportation Authority

Sam J. Morabito, Administrative Vice Chancellor
UCLA

Jack J. Powazek, Associate Vice Chancellor
UCLA General Services



GSA Pacific Rim Region

May 1, 2009

Mr. Roger Snoble
Chief Executive Officer
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

Mr. Ray Tellis
FTA Los Angeles Metropolitan Office
One Gateway Plaza
Los Angeles, CA 90012-2952

Subject: Invitation to be a Participating Agency
Westside Subway Extension Project

Dear Mr. Snoble and Mr. Tellis:

Thank you for your March 24, 2009, letter inviting GSA to participate in the Environmental Review Process for the Westside Subway Extension Project. GSA accepts your invitation to be involved in your review process as a participating agency. Please contact Mr. Abdee Gharavi, Director, Portfolio Management Division at (415) 522-3085 on future communications.

Sincerely,


Mary M. Filippini
Acting Regional Commissioner
Public Buildings Service

U.S. General Services Administration
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San Francisco, CA 94102-3434
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DEPARTMENT OF TRANSPORTATION

DISTRICT 7, Division of Environmental Planning
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PHONE (213) 897-9016
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May 5, 2009

Mr. Roger Snoble
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

Re: Westside Extension Project

Dear Mr. Snoble:

In response to your invitation to participate in the Environmental Review Process on the Westside Extension Project, our office is currently working on and reviewing the material on the referenced project. We accept your invitation to participate as a cooperating agency and look forward to working with you on this project. Once we have completed our review, we should discuss possible CEQA and NEPA issues at our next opportunity.

We are looking forward to coordinating our future actions with you and trust that you will continue to inform our office of any future meetings.

If you have any questions, please feel free to contact me or Brian Manor at 213-897-0704.

Sincerely,

A handwritten signature in black ink, appearing to read "Garrett Damrath".

Garrett Damrath
Senior Environmental Planner
Division of Environmental Planning
Caltrans-District 7

Received 5/7/09

From: Minh-Ha Nguyen [mailto:MNguyen@css.lacounty.gov]
Sent: Friday, May 01, 2009 9:54 AM
To: Leahy, Arthur
Cc: Roybal, Dolores
Subject: Environmental Review Process

Dear Sir and Madam,

Based on the April 13, 2009 presentation on the Westside Extension Project (WEP), CSS fully supports the MTA's efforts to increase public transportation in the County of Los Angeles. It is projected that the senior population in L.A. County will grow exponentially over the next 10 years. For this reason, we anticipate many seniors using the WEP rail service. It should be noted that senior safety should be given special consideration, especially during evening hours. In addition, we support the rail transit option that has the highest number of stops near resources and services for seniors.

Should you need additional information, please call me at (213) 738-2645.

Regards,

Minh-Ha Nguyen, Assistant Director
Aging & Adult Services Branch
Community & Senior Services
3333 Wilshire Boulevard, Suite 400
Los Angeles, CA 90010

DEPARTMENT OF
CITY PLANNING
200 N. SPRING STREET, ROOM 525
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May 7, 2009

Mr. David Mieger, AICP, Project Director and Deputy Executive Officer
Los Angeles County Metropolitan Transportation Authority (METRO)
One Gateway Plaza, MS 99/2/5
Los Angeles, CA 90012

**RE: SCOPING COMMENTS FOR THE METRO WESTSIDE SUBWAY EXTENSION
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT
REPORT (DRAFT EIS/EIR)**

Dear Mr. Mieger,

Thank you for the opportunity to comment on the scope of the Westside Subway Extension Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR). The Department of City Planning supports Metro's efforts to improve transit access and mobility in this highly urbanized corridor through the expansion of the existing heavy rail subway system through the central and western portions of the City of Los Angeles.

The Alternatives Analysis identified two build alternatives for further study in the environmental phase of the project: a Wilshire subway extension (Alternative 1) and a Wilshire/West Hollywood subway extension (Alternative 11). The Department of City Planning supports the construction of Alternative 11, a Wilshire/West Hollywood combined subway that will maximize transit connectivity in the region, provided that the project phasing prioritizes subway service west on Wilshire Boulevard from the present terminus of the Purple Line at Wilshire Boulevard and Western Avenue to reach Century City and Westwood. The highest priority goal for the extension of the subway system through the study area should be to improve regional access to these large employment centers where a high density mix of transit-supportive land uses already exists and the ability to expand other mobility options is limited.

We are also very interested in collaborating on the refinement of station locations and ensuring that transit-supportive land use policies work to enhance the overall viability of the project. In general, we request that the following issues be evaluated in your environmental analysis:

- Station location, design, and access issues, including consideration of multiple portal locations for each station (especially transfer stations), and the provision of transit amenities such as bicycle storage and automobile parking;
- Pedestrian accessibility and circulation in the vicinity of station sites, with particular emphasis on the following:
 - Ensuring connectivity between each station and the surrounding neighborhood;
 - Providing wayfinding signage to facilitate access to key destinations;
 - Incorporating pedestrian amenities such as bus shelters, awnings or overhangs, and adequate lighting; and
 - Creating an identity and sense of place at each station by incorporating urban design best practices;
- Linkages to the multimodal transit network, including improvements to allow passengers to easily transfer in order to reach key destinations and employment centers;
- North-south connectivity throughout the corridor, with particular emphasis on linkages to the Exposition Light Rail corridor project to the south;
- Approaches to system and station design that maximize potential reductions in vehicle miles traveled (VMT) and greenhouse gas emissions;
- Joint development opportunity sites;
- Impacts to historic structures; and
- Impacts of various phasing alternatives, including allowing for an extension to Westwood in the earliest phasing possible, as well as allowing for future phasing of segments to be adjusted over time.

Development in the City of Los Angeles is guided by a General Plan Framework that provides the overarching vision to accommodate the future growth of the city. The Framework Element directs the placement of new development in proximity to transit stations and corridors, and along the City's major boulevards, referred to as districts, centers, and mixed-use boulevards. The context of the built environment should be carefully considered in the placement and design of each new subway station and portal, and the City's existing land use plans and policies offer insight into the unique character of the communities that will be served by the project. The project's potential station locations in and proximate to the City of Los Angeles are discussed below in greater detail:

- **Wilshire/Crenshaw**

Although labeled as "optional," the Department of City Planning supports the continued evaluation of a possible neighborhood station at this location. In addition to the very long distance between the existing Western Avenue terminus and the next proposed stop at La Brea Avenue, the mix of commercial and multi-family residential development along the Wilshire and Crenshaw corridors in this vicinity supports additional transit access. The City's Park Mile Specific Plan in this area channels development along the Wilshire Boulevard corridor within defined parameters that are intended to preserve compatibility with the adjacent neighborhoods while facilitating the orderly development of more intense commercial and residential uses on these key corridors. Commercial land uses along Wilshire Boulevard provide substantial employment that can support new rail transit service, even though they do not constitute a regional job center. In addition to the Park Mile Specific Plan, a number of Historic Preservation Overlay Zones (HPOZs) have been enacted in the adjacent neighborhoods that are intended to preserve the park-like

character of the area. The neighborhoods of Windsor Square and Wilshire Park, to the north and southeast of the station area, are existing low-density residential areas where historic structures are protected through additional review of exterior changes by city staff and volunteer community boards. The Windsor Village neighborhood, to the southwest, contains a mix of medium and low-density residential uses and is currently under study for historic designation.

- **Wilshire/La Brea and Wilshire/Fairfax**

These two station locations anchor the east and west ends of the Miracle Mile, an intensely developed regional employment center that also contains a number of visitor-oriented uses such as the Los Angeles County Museum of Art (LACMA) and the Page Museum at the La Brea Tar Pits. The mix of regional commercial and medium to high-density residential land uses in the area is conducive to heavy rail transit service and the district would benefit greatly from improved transit access due to its lack of proximity to the regional freeway system. A number of redevelopment opportunity sites exist in the vicinity, which could further enhance the viability of new rail service. Development in the Miracle Mile District is regulated by a Community Design Overlay (CDO) that requires staff-level design review to ensure that the historic context of Art Deco and Moderne-style architecture in the area is retained and enhanced, and particular attention should be paid to any potential impacts to historic structures near these station areas (e.g., the May Co. building at the corner of Wilshire and Fairfax). The Wilshire Community Plan designates this stretch of Wilshire Boulevard as a Scenic Highway. The community plan also prohibits any future widening of the roadway between Hoover Street on the east and the boundary with the City of Beverly Hills on the west.

- **Century City**

Century City is one of the primary employment centers in Southern California and a major regional shopping and entertainment destination. As such, its designation as a Regional Center in the City's Framework Elements reinforces a land use pattern which supports heavy rail transit service. A station in Century City would offer more than 50,000 employees an alternative to driving to work. In particular, a rail connection between Downtown Los Angeles and Century City, which was originally designed as a "second downtown," would likely serve to strengthen the City's economic base, reduce auto-dependency for commuters, and promote the location of future jobs, housing, and services in these core areas. The Century City North Specific Plan regulates a mix of high-intensity commercial and residential uses in the vicinity of the station area that is highly supportive of heavy rail transit service. Recent proposed and approved developments will add high density housing into the heart of Century City, which will further enhance ridership at this station stop. In addition, the City has developed the Greening of Century City Pedestrian Connectivity Plan, which focuses on improving the pedestrian realm to create a more walkable and sustainable environment in the area. Anticipating future transit investments and in order to improve connectivity, the Department of City Planning has required recent development along Avenue of the Stars to provide subterranean access points to any future Metro subway station as a condition of approval. A Century City station would ideally be situated near the heart of high density commercial land uses in the area, in order to maximize access to the vast number of jobs in the vicinity.

- **Westwood/UCLA**

The University of California, Los Angeles (UCLA) and adjacent Westwood Village are major regional employment centers and destinations within the City of Los Angeles that would make this a key station location on the Westside Subway Extension project. In addition, the concentration of high intensity commercial office uses and dense residential towers along Wilshire near Westwood Boulevard provides crucial land use support for new rail service. A station location closer to Wilshire Boulevard will better connect with these existing uses, while careful consideration should be given to providing adequate circulation to the various housing, academic, and job sites spread throughout the university campus to the north. The Los Angeles National Cemetery, located between Westwood Village and the 405 Freeway, also poses significant challenges for routing the alignment through to reach areas west of Veteran Avenue. For this reason, the rail corridor should stay near Wilshire Boulevard as it passes through this area to maximize opportunities to connect with communities west of the 405 Freeway.

- **Wilshire/Bundy or Wilshire/Barrington**

Although the project scoping packet indicates Wilshire/Bundy as a potential station location, the Department of City Planning recommends that Metro consider Wilshire and Barrington Avenue as a superior alternative site. The section of Wilshire Boulevard east of Bundy to Barrington is designated as a Mixed Use Boulevard by the City of Los Angeles, and the eastern segment has more intensive land uses and zoning that will support heavy rail transit. The segment of Wilshire to the west of Bundy has no such designation. Moreover, a Wilshire/Barrington station would be within walking distance to San Vicente Boulevard, which is designated as a Community Center and serves as a popular Westside destination. Wilshire/Barrington also offers a greater array of development opportunity sites to further enhance a future station at this location. Throughout the project corridor, but particularly in the vicinity of this station, the issue of north-south connectivity should be addressed in detail. The 405 Freeway corridor is one of the most congested in Southern California and consideration should be given to a future potential transitway connection in this area. Additionally, connectivity with the Exposition Light Rail corridor project to the south should be studied and planned to maximize regional mobility.

- **Hollywood/Highland**

The existing Metro Red Line station at Hollywood Boulevard and Highland Avenue is situated in a city-designated Regional Center for jobs and housing and connects with major tourist destinations that draw people to the Metro Rail system from across the region. With only one existing station portal on the northwest corner of this busy intersection, this station should be assessed for potential pedestrian circulation impacts brought by significant new ridership. The City Planning Department would like to coordinate future development with improved pedestrian access from the south side of Hollywood Boulevard as well as the east side of Highland Avenue into an expanded subway station. The City Planning Department would also encourage Metro to study the feasibility of extending this line north under Highland Avenue, past the existing Hollywood/ Highland station, with a new part-time station at the entrance to the Hollywood Bowl. This new extension north would allow for the future potential to re-connect with the existing subway tunnel leading to Universal City and North Hollywood

in the San Fernando Valley. Although a more costly addition to the project, this would facilitate a one-seat ride for passengers from the San Fernando Valley to major job centers located on the City's Westside, and vice-versa, potentially expanding ridership numbers significantly, and creating a seamless rail linkage between key subareas of the City of Los Angeles.

- **Santa Monica/La Cienega and Santa Monica/La Brea**

Although geographically situated within the City of West Hollywood, these two potential station sites are both within one-half block of residential, commercial, and industrial land uses in the City of Los Angeles and thus are important to consider in the context of our land use planning as well. Both station locations would serve significant existing populations within the adjacent areas of the City of Los Angeles, with the Hollywood Media District lying directly to the east of the Santa Monica/La Brea station site. The Hollywood Media District has a concentration of production-related jobs, characterized by industrial and commercial uses to the east and south, as well as a mix of medium density residential uses to the north. Both station sites are proximate to City of Los Angeles' Hollywood Community Plan, which is currently under development. The proposed plan includes various mixed-use development incentive areas along Santa Monica Boulevard, La Brea Avenue, and La Cienega Boulevard, in addition to streetscape enhancements along La Brea Avenue to complement streetscape proposals by the City of West Hollywood.

- **Beverly Center Area**

Alternative 11 (Wilshire/West Hollywood Subway) provides the opportunity to link with yet another designated Regional Center within the City of Los Angeles, near the 8-story Beverly Center shopping mall and adjacent Cedar Sinai Medical Center in the Mid City West community. These two facilities are major destinations and employment centers, surrounded by commercial corridors on all sides and bordered by both medium and high medium density residential neighborhoods. Additionally, this center is located in an area with very limited regional access and would both support and benefit from improved rail transit connectivity. Due to the proximity of lower density residential uses north of Beverly Boulevard and a concentration of higher intensity uses to the south, a station located near the triangle formed by San Vicente Boulevard, La Cienega Boulevard, and 3rd Street would be ideal for consideration. The City Planning Department would also like to have Metro explore the feasibility of connecting the Beverly Center Area station directly with either the Wilshire/La Cienega or Wilshire/Fairfax stations, potentially via an additional set of tracks up San Vicente Boulevard from Wilshire to La Cienega. This would eliminate a more circuitous route for passengers coming to or from major station areas in the Miracle Mile, Wilshire Center/Koreatown, or Downtown Los Angeles areas, who will otherwise be required to transfer farther west at a station near Wilshire and Beverly Drive in Beverly Hills.

The Metro Westside Subway Extension is the type of major transit investment that has the potential to transform the City and the way we connect together our diverse communities, which are spread over a large geographic area. The project will also go a long way toward achieving mobility and sustainability goals for the region, providing key linkages between regional centers of employment and housing, and facilitating reduced dependence on the automobile. There are also a number of potential opportunity sites where development can help to integrate this new

transportation system into our existing neighborhoods and districts. We look forward to working with you in the future and thank you for the opportunity to collaborate on such an important endeavor.

Sincerely,

A handwritten signature in black ink, appearing to read "S. Gail Goldberg". The signature is written in a cursive, flowing style.

S. GAIL GOLDBERG, AICP
Director of Planning

CITY OF LOS ANGELES

CALIFORNIA



ANTONIO VILLARAIGOSA
MAYOR

RITA ROBINSON
GENERAL MANAGER

DEPARTMENT OF
TRANSPORTATION

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<http://www.lacity.org/ladot/>

May 7, 2009

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

RE: SCOPING COMMENTS FOR WESTSIDE EXTENSION PROJECT EIR/EIS

Dear Mr. Mieger,

Thank you for this opportunity to comment on the scope of the Westside Extension Project EIR/EIS. We look forward to continuing working with you on this major transit corridor project.

The two build alternatives for the project consist of subway extensions of the Metro Purple Line along Wilshire Boulevard and Santa Monica Boulevard. For the traffic impact analysis, we recommend using CMA methodology for analyzing impacts around stations. LADOT's thresholds of significance criteria should be used in this analysis.

In addition to the 124 intersections proposed by you at our meeting of April 23, 2009, we would like to see the following 23 intersections added to the traffic study area:

1. Crenshaw Boulevard/Olympic Boulevard
2. La Brea Avenue/Third Street
3. La Brea Avenue/Beverly Boulevard
4. La Brea Avenue/Melrose Avenue
5. Fairfax Avenue/Melrose Avenue
6. Fairfax Avenue/Beverly Boulevard
7. Fairfax Avenue/Third Street
8. Fairfax Avenue/Sunset Boulevard
9. Fairfax Avenue/Pico Boulevard
10. La Cienega Boulevard/Pico Boulevard
11. Robertson Boulevard/Olympic Boulevard
12. Hilgard Avenue/Sunset Boulevard
13. Veteran Avenue/Sunset Boulevard
14. Westwood Boulevard/Santa Monica Boulevard
15. Barrington Avenue/Wilshire Boulevard
16. Barrington Avenue/Olympic Boulevard
17. Bundy Drive/San Vicente Boulevard

18. Bundy Drive/Olympic Boulevard
19. Bundy Drive/Pico Boulevard
20. Sepulveda Boulevard/Olympic Boulevard
21. Sepulveda Boulevard/Pico Boulevard
22. Westwood Boulevard/Olympic Boulevard
23. Westwood Boulevard/Pico Boulevard

Also, please see our previous scoping comments for the project's Alternatives Analysis (attached.)

Please contact Susan Bok of my staff at 213-972-8623 with any questions.

Sincerely,



Kang Hu
Senior Transportation Engineer

Att: 1

c: Rita Robinson, LADOT
Haripal Vir, LADOT
Jay Kim, LADOT
Gary Lee Moore, BOE
Michael Brown, BOE
Cecilia V. Estolano, CRA
Gail Goldberg, City Planning Dept.



Roderick J. Wood, City Manager

Mr. David Mieger, AICP
Project Director and DEO
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

May 6, 2009

RE: Westside Subway Extension Draft EIS/EIR

IMAGED

MAY 18 2009

RECORDS MANAGEMENT CENTER

Dear Mr. Mieger:

Thank you for the opportunity to comment early in the scoping process of the Westside Subway Extension Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR). The City of Beverly Hills will actively participate in the Draft EIS/EIR process as the two subway alternatives identified as part of the Alternatives Analysis approved by the Los Angeles County Metropolitan Transportation Authority (Metro Board) in January 2009, would travel through and have stations within the City of Beverly Hills as follows:

1. Wilshire Boulevard Alignment Heavy Rail Transit (HRT) Subway: This alternative alignment would extend under Wilshire Boulevard within the City of Beverly Hills with stations at La Cienega Boulevard and Beverly Drive. The City's citizen based Mass Transit Committee unanimously recommended this alignment including station locations in January 2007. The City of Beverly Hills City Council received the Committees' recommendations but has not taken a formal position pending the information from the EIR.
2. Wilshire/Santa Monica Boulevard Combined (HRT) Subway: This alternative would extend from the Hollywood/Highland station and connect to a station at La Cienega and Wilshire Boulevards as identified in Alternative #1. The City needs more information to assess this alternative.

Considering the density along the Wilshire Boulevard commercial corridor and the amount of commuter traffic throughout the day, the City would like to officially document the following concerns and issues to be addressed during the Draft EIS/EIR process:

3. Interface issue(s) associated with the possible connection of the Wilshire/Santa Monica Combined HRT with the Wilshire HRT at the Wilshire/La Cienega Boulevard station sit at a separate time frame:
 - a. What will the construction impacts be at and surrounding the La Cienega/Wilshire Boulevard station?

- b. How will the station initially be designed to accommodate transfers?
 - c. How will the tracks connect?
 - d. How will the station and tracks be configured to address the wide radius required to accommodate the curve?
 - e. Will there be "punch-out walls?"
4. Location of the construction staging area of all construction equipment (both commercial and heavy equipment) and duration of use.
 5. Size and location of construction entrance at stations for soil excavation and duration of use.
 6. Construction haul routing for equipment, soil removal, materials and feasibility of transporting soil "through the tunnels" and excavate at a location that has less impact to neighboring businesses.
 7. Design, layout, and entry/exit portals of the station sites and necessary easements with the commercial entities.
 8. Whether parking is to be provided at the proposed stations.
 9. Parking demand and trip generation associated with the proposed stations.
 10. Effects of stations on other transit (e.g. transfers, routing, headway, etc.).
 11. Safety and sustainability of above-ground infrastructure/buildings (the City's Mass Transit Committee recommendation included a preference that the route at the west end of Beverly Hills continue under Wilshire Boulevard and veer southwest under Santa Monica Boulevard to Century City rather than under commercial and residential properties).
 12. Safety and sustainability of underground drilling throughout the corridor and potential noise and vibration impacts.
 13. Time required for street closures during station construction.
 14. Traffic control and routing during planning and construction phases of the project.
 15. Employee parking and staging, both within the Beverly Hills city limits and in neighboring jurisdictions.
 16. Defined pedestrian safety routes.
 17. Travel and parking impacts to local commercial and restaurant businesses along the entire construction corridor.
 18. Cut-through traffic impacting residential streets.
 19. Changes in bus travel times and frequency on Wilshire Boulevard, and possible diversion of bus routes through collector or local streets during construction.

20. The Wilshire/Santa Monica Combined HRT alternative also includes a station location in the Cedars-Sinai/Beverly Center Area. The aforementioned construction issues associated with a station in this location will be of interest to Beverly Hills.
21. Any additional demands on City infrastructure, utility, and public service impacts.
22. While economic issues are ordinarily outside of the purview of EIRs and EISs, the City requests that the Metropolitan Transportation Authority consider the following:
 - a. Economic impacts during construction on City businesses and City tax receipts.
 - b. Decreased city revenue due to lost new development opportunities.
 - c. Long term economic benefits from operation.
 - d. Is there an expectation of increased development density around stations?

The City of Beverly Hills may provide further comments as Phase 1 of the planning and development of the Westside Subway Extension Draft EIS/EIR process proceeds.

Thank you.

Sincerely,



RODERICK J. WOOD
City Manager

Cc: David Gustavson, Director of Public Works & Transportation
Susan Heely Keane, Director of Community Development

BARRY A. SANDERS
President

LUIS A. SÁNCHEZ
Vice President

CANDY SPELLING
JOHNATHAN WILLIAMS

JON KIRK MUKRI
General Manager

CITY OF LOS ANGELES

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MICHAEL A. SHULL
Superintendent
Planning and Development

May 7, 2009

Los Angeles County Transportation Authority (LACMTA)
One Gateway Plaza, 99-22-5
Los Angeles, CA 90012

Attn: David Mieger, Project Director

Dear Mr. Mierger:

WESTSIDE SUBWAY EXTENSION PROJECT

Our Department looks forward to working with your agency on the Westside subway extension project. Partnerships which benefit the City of Los Angeles, our community and neighborhood park areas and recreation facilities, are welcome and much-needed, especially in this area of the City which is densely populated, and with a somewhat larger senior population. These demographics provide opportunities for linkages and co-location of destination points and facilities, as well as recreation programs for these populations and also for intergenerational and mentoring programs.

Our recently-completed Citywide Needs Assessment provides more detail on facilities and programs which the city and the Westside community would prefer, as well as the need for partnerships and collaborative efforts to serve the recreation and park needs of our west area neighborhoods. Should this transportation development provide opportunities for public use areas, we would be interested in any discussions to collaborate on these potential public spaces.

Further, it appears that your alignment may pass near facilities under the jurisdiction of this Department. This proximity may provide additional opportunities for residents and transit patrons to benefit from our facilities and programs. As noted above, we would be especially interested in discussing potential options for these sites, as well as minimizing any impacts to public use of these heavily-used areas.

Los Angeles County Transportation Authority (LACMTA)
May 7, 2009
Page 2

If you have any questions or comments relative to these comments, please feel free to contact Camille D. Walls, City Planner at (213) 202-2678 or Melinda Gejer, City Planning Associate at (213) 202-2656 of my staff.

Sincerely,

JON KIRK MUKRI
General Manager

A handwritten signature in black ink, appearing to read "M. Shull", written in a cursive style.

MICHAEL A. SHULL
Superintendent

JKM/MAS/CDW:es

cc: Kevin Regan, Assistant General Manager (MS 656-1)
Sophia Pina-Cortez, West Region Superintendent (MS 673)
Lydia Ritzman, PR Recreation Supervisor II, West Region (MS 673)
Patrick Kennedy, PR Ground Maint Supv VII (MS 673)
Reading File

Sirisut, Dianne

From: Martin, Roger
Sent: Thursday, May 14, 2009 9:14 AM
To: Sirisut, Dianne
Subject: FW: Wilshire Subway Map
Attachments: Wilshire Subway Map - Draft.doc

Can you include this maps and the e-mail below as part of the agency comments. We are also working with PB and LAUSD.

Roger L. Martin, AICP

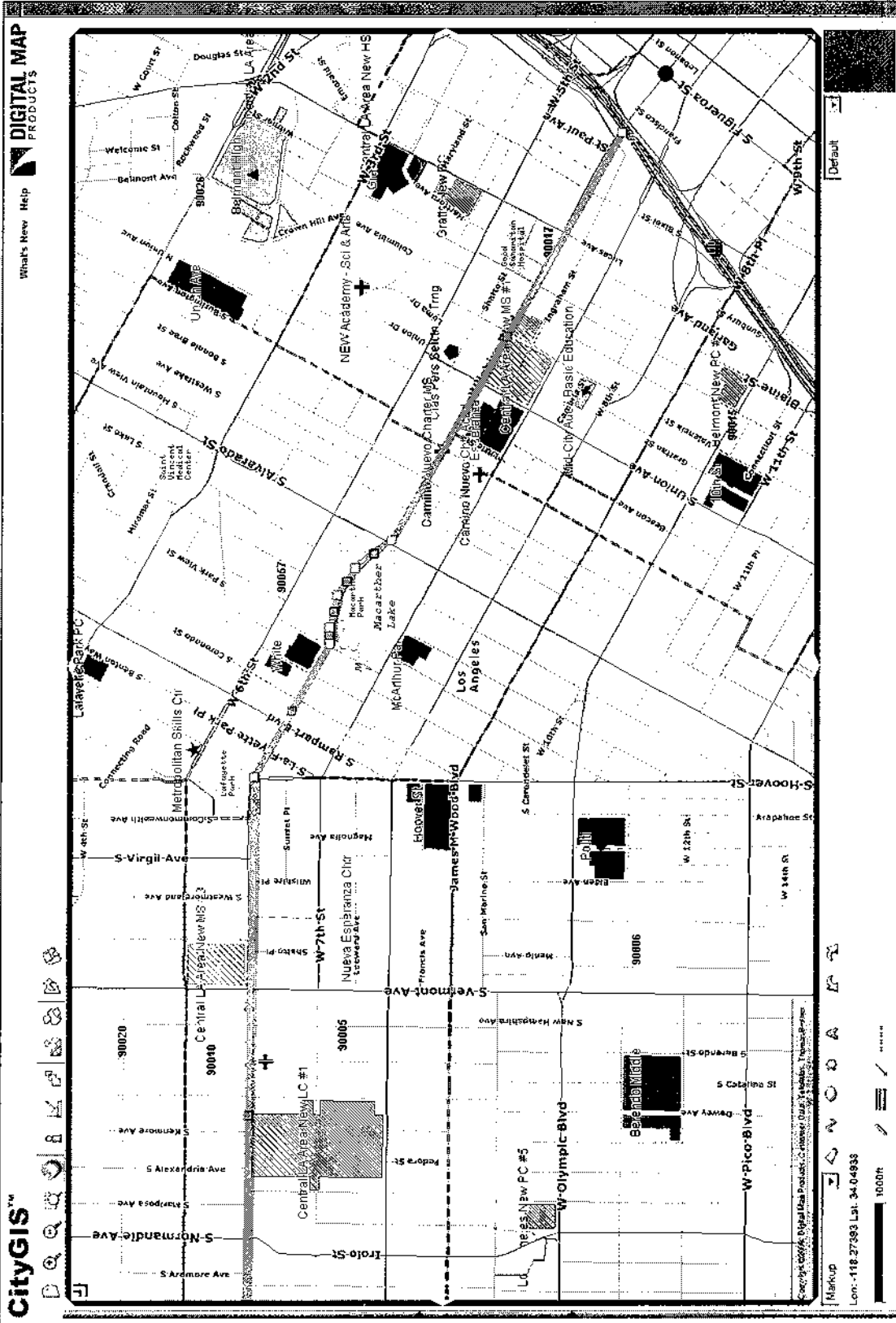
Transportation Planning Manager
Westside Planning
Metro
One Gateway Plaza, Mailstop 99/22/5
Los Angeles, CA 90012
(213) 922-3069
martinr@metro.net

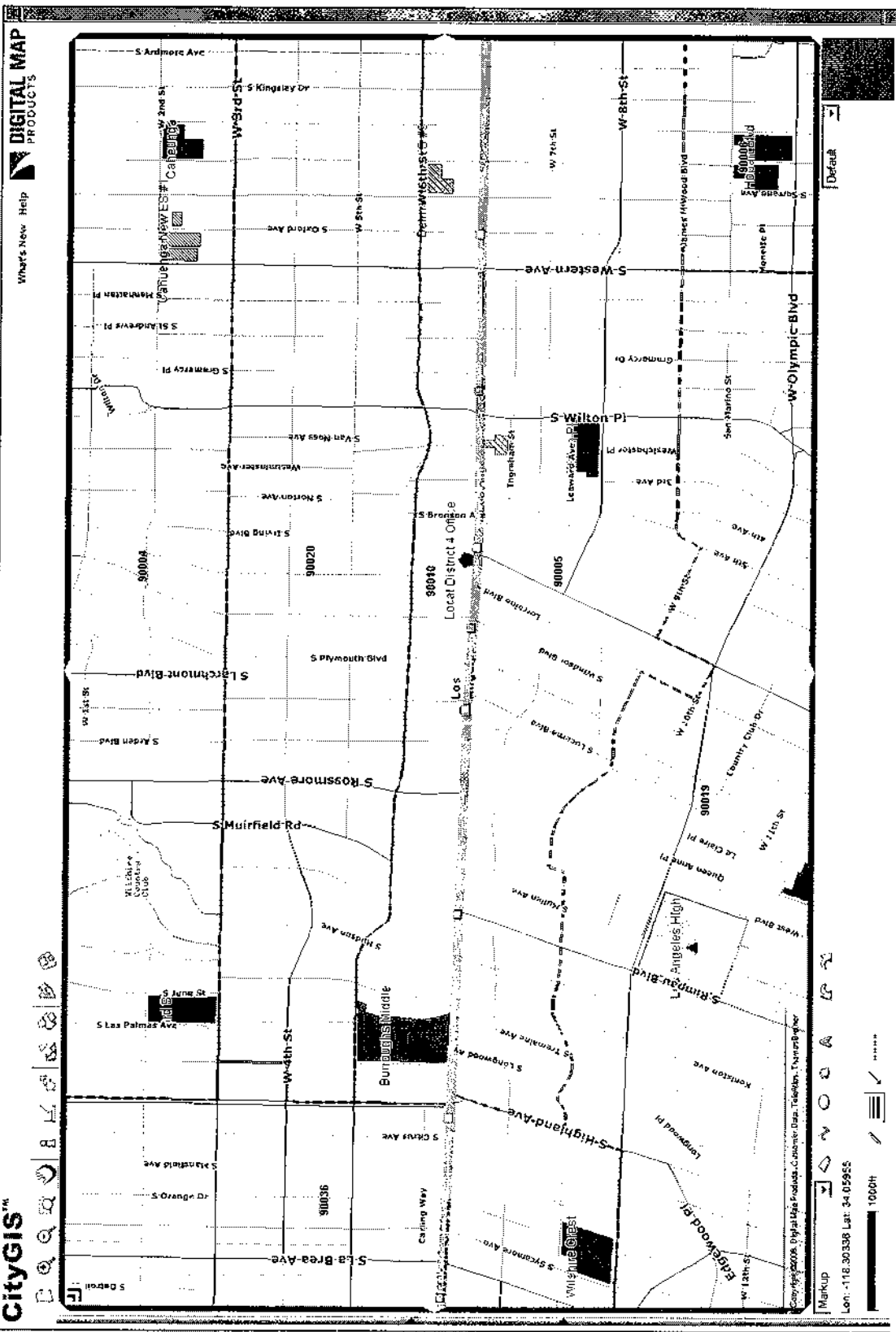
From: Striegler, Glenn [<mailto:glenn.striegler@lausd.net>]
Sent: Thursday, May 07, 2009 11:06 AM
To: Martin, Roger
Subject: Wilshire Subway Map

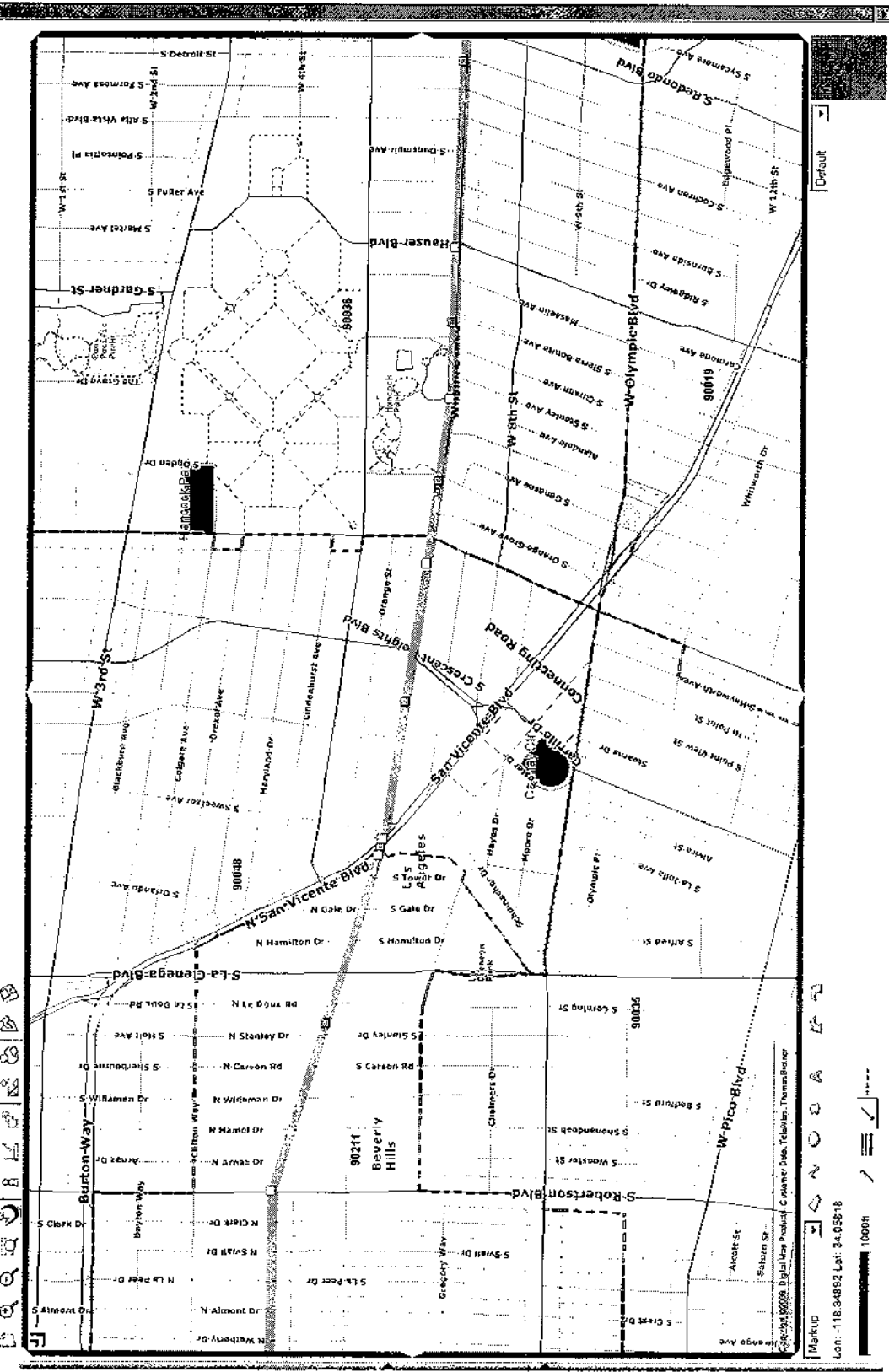
As we discussed earlier today, here is the map I initially prepared for the Wilshire Subway project. I am sure there are many errors. Take a look at and mark your two alternatives on it. Then either email back to me (if you can add the correct alternatives in Word) or call me to discuss the needed changes. Thanks.

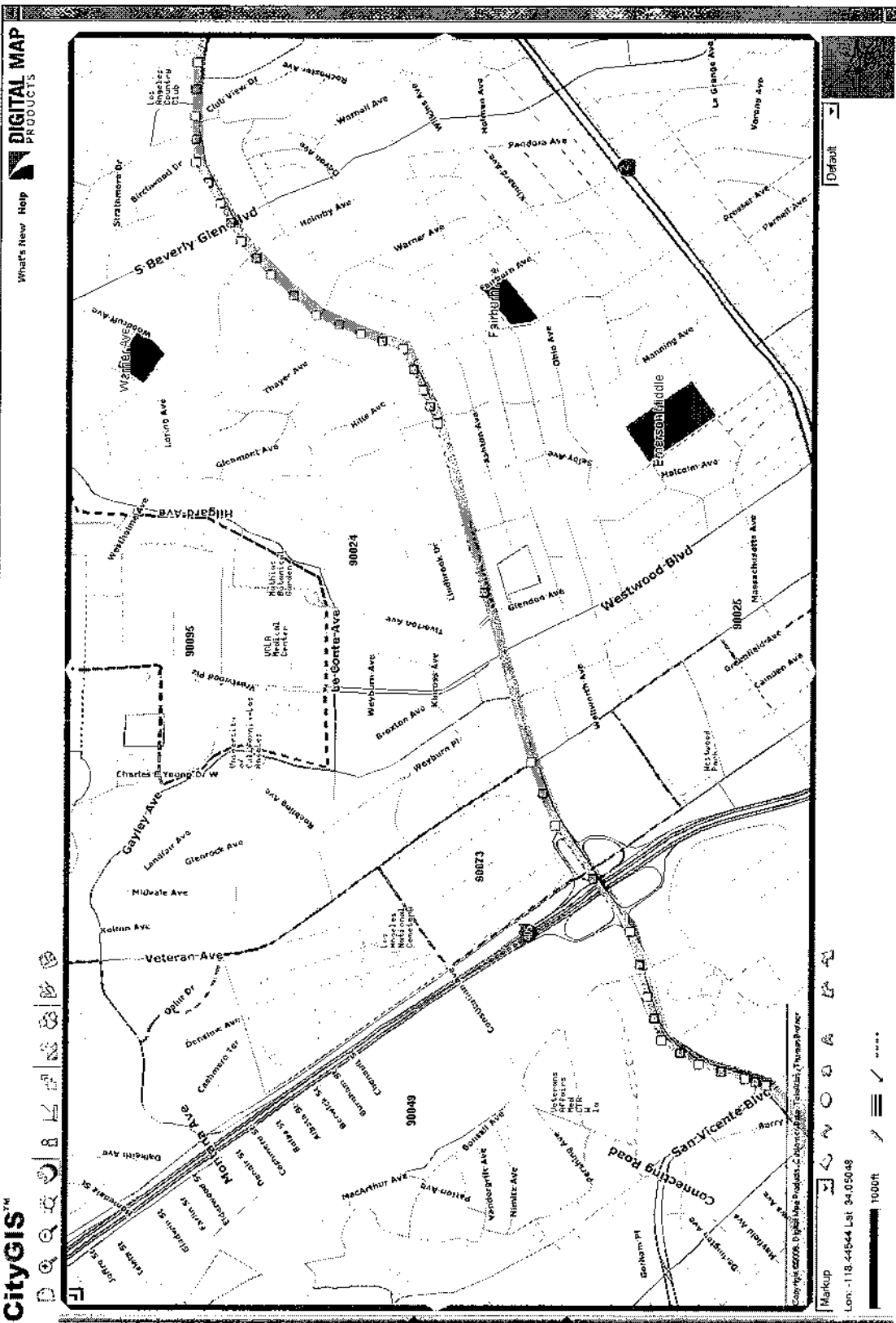
Glenn Striegler
Environmental Assessment Coordinator
LAUSD Office of Environmental Health & Safety
333 South Beaudry Ave – 20th Floor
Los Angeles, CA 90017

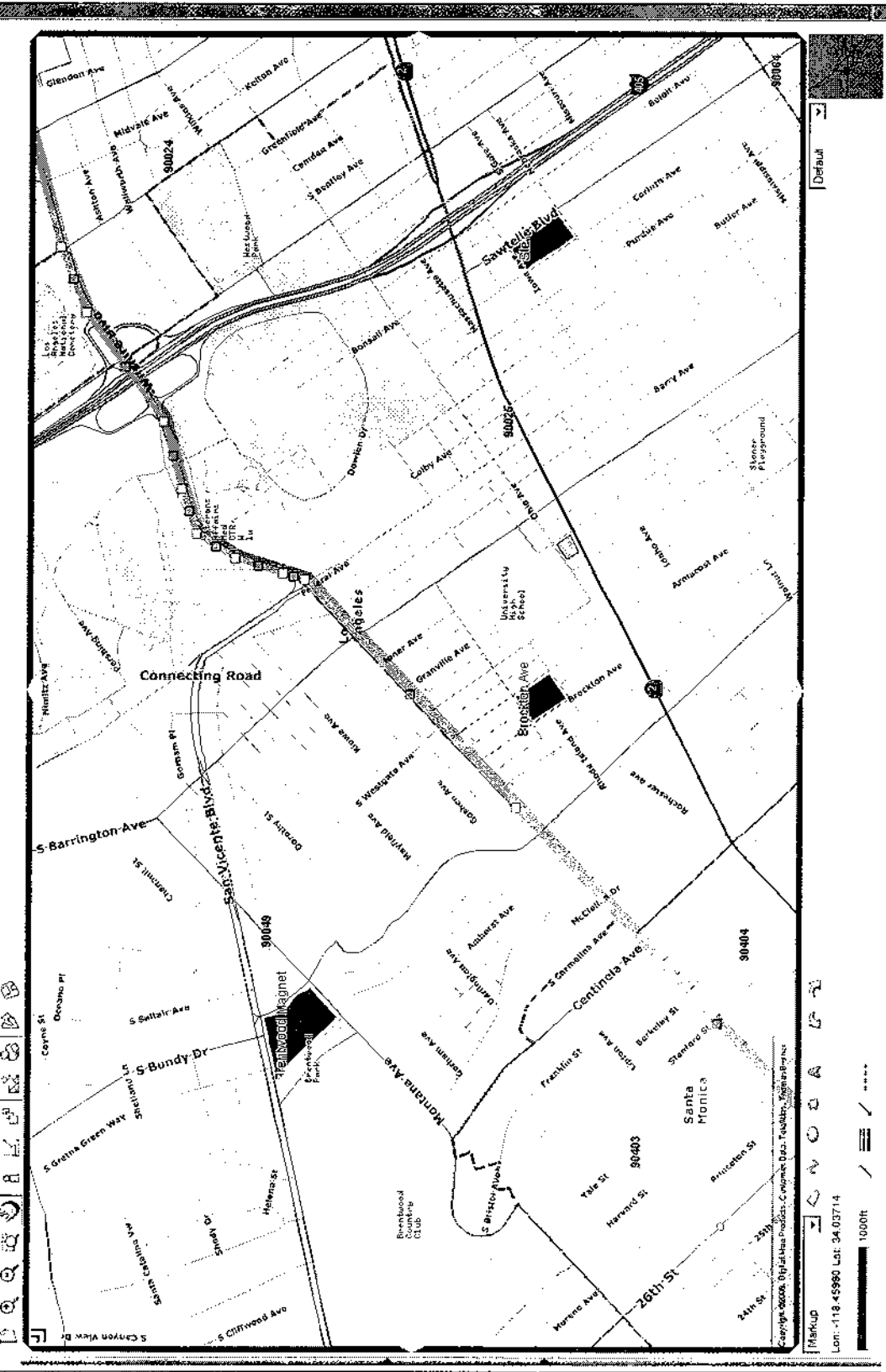
(213) 241-2199 Phone
(213) 241-3327 FAX
glenn.striegler@lausd.net
<http://lausd-oehs.org>











DEPARTMENT OF TRANSPORTATION
DISTRICT 7, OFFICE OF PUBLIC
TRANSPORTATION AND REGIONAL PLANNING
IGR/CEQA BRANCH
100 SOUTH MAIN STREET
LOS ANGELES, CA 90012
PHONE (213) 897-6696
FAX (213) 897-1337



*Flex your power!
Be energy efficient!*

May 11, 2009

IGR/CEQA NOP CS/090336
Los Angeles County Metropolitan
Transportation Authority (Metro)
Westside Extension Transit Corridor Project
Vic. LA-405-31.54

Mr. David Mieger
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Dear Mr. Mieger:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Notice of Preparation (NOP) of an Environmental Impact Report for the Westside Extension Transit Corridor Project. The project involves the extension of the Metro Purple Line Subway at Wilshire Boulevard and Western Avenue Station in Los Angeles to Wilshire Boulevard and 4th Street in Santa Monica and a second subway line extending from the Metro Red Line Highland Avenue and Hollywood Boulevard Station to join the Westside Extension Transit Corridor Project in Beverly Hills. Based on the information received, we have the following comments:

The lead agency will need to coordinate the planning and project development of the subway project beneath the I-405 (San Diego Freeway). Obtaining asbuilt design plans of the freeway structure will facilitate planning and designing of the subway project. Caltrans structural engineers will need to approve tunnel feasibility studies, subway alignment and tunnel boring concepts beneath the freeway. A Cooperative Agreement will be needed for the planning, design and construction of the subway beneath the I-405 Freeway.

A transportation demand model will be needed to analyze the forecasted distribution of trips, mode split and assignment for trips in the regional network including highway trips for the I-10 (Santa Monica Freeway) and I-405 (San Diego Freeway). All proposed transit projects should be included in the model including Phase 2 of the Exposition Corridor Light Rail Transit Project and any future plans for a westside corridor Wilshire Boulevard Bus Rapid Transit (BRT).

Transport of over-size or over-weight vehicles on State highways will need a Caltrans Transportation Permit. We recommend that construction related truck trips on State highways be limited to off-peak commute periods. The contractor should avoid platooning of truck trips on mainline freeways, on freeway on/off-ramps and at freeway ramp intersections.

"Caltrans improves mobility across California"

Mr. David Mieger
May 11, 2009
Page Two

If you have any questions, you may reach me at (213) 897-6696 and please refer to our record number 090336/CS.

Sincerely,

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

ELMER ALVAREZ
IGR/CEQA Program Manager
Office of Regional Planning

cc: Scott Morgan, State Clearinghouse

Sirisut, Dianne

From: Martin, Roger
Sent: Tuesday, May 12, 2009 1:48 PM
To: Sirisut, Dianne
Subject: FW: POC for Metro subway extension
Follow Up Flag: Follow up
Flag Status: Red
Attachments: return address.pdf

Here is the new primary contact for GSA.

Roger

From: william.stricklin@gsa.gov [mailto:william.stricklin@gsa.gov]
Sent: Tuesday, May 12, 2009 1:41 PM
To: Martin, Roger
Subject: POC for Metro subway extension



Please consider the environment before printing this e-mail

William A. Stricklin, Asset Manager
Capital Investment Branch 9PTC
Portfolio Management Division
GSA Public Buildings Service
450 Golden Gate Avenue
Third Floor East South
San Francisco, California 94102
Telephone 1-415-522-3490
GSA Cellular 1-415-271-0353
FAX 1-415-522-32-15
Lotus Sametime



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

May 13, 2009

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

Dear Mr. Mieger:

The City of West Hollywood is pleased to support the Westside Transit Alternatives Analysis findings that a subway alignment through the City is feasible and would be of significant benefit to the Westside region's efforts to reduce vehicle trips and traffic congestion.

The City looks forward to the EIR process and is committed to working with METRO and their consultants to identify station locations and to assist however we can to continue to demonstrate the viability and necessity for the Subway expansion to approve a Santa Monica Boulevard alignment.

The City Council is prepared to further champion a Santa Monica Boulevard alignment through their approvals of policies, including within the General Plan update, that will promote transit-oriented development in and around the proposed West Hollywood station locations.

Additionally, the City would bring to your attention the need to include, in the EIR analysis, the benefits of a Santa Monica Boulevard alignment to commuters from the San Fernando Valley who would be able to connect to the Westside either with or without transfers.

Again, thank you for your attention to Alternative 11 and retaining a Santa Monica Boulevard alignment in the full EIR process for the Westside Subway Extension.

Sincerely,

Paul Arevalo
City Manager

IMAGED

MAY 13 2009

RECORDS MANAGEMENT CENTER



Sirisut, Dianne

From: Allen, Aaron O SPL [Aaron.O.Allen@usace.army.mil]
Sent: Thursday, May 14, 2009 1:36 PM
To: Sirisut, Dianne
Subject: RE: Los Angeles Metro Westside Subway Extension Project

To: Diane Sirisut

The U.S. Army Corps of Engineers (Los Angeles District) has received the information concerning the proposed LA Metro Westside Subway Extension project and acknowledge that the proposed project could impact a reach of the Los Angeles River. The information has been forwarded to our Asset Management and Engineering Divisions as well as Regulatory Division for review and, if necessary, comments. Please continue to forward information for this project to the Corps of Engineers as any alternative that would impact the Los Angeles River would require review and approval by the Corps.

Thank you,
Aaron O. Allen, Ph.D.
Chief, North Coast Branch
Regulatory Division

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

From: Sirisut, Dianne [mailto:SIRISUTD@metro.net]
Sent: Wednesday, May 13, 2009 4:39 PM
To: Allen, Aaron O SPL
Cc: Martin, Roger
Subject: Los Angeles Metro Westside Subway Extension Project

Dear Mr. Allen:

Los Angeles County Metropolitan Transportation Authority (Metro) is proposing to extend the Metro Rail heavy rail technology from the current terminus of the Metro Purple Line at the Wilshire/Western station and a combined alternative that would extend the Metro Red Line at the Hollywood/Highland station to downtown Santa Monica. There is discussion that the heavy rail project may come into interference with the Los Angeles river, therefore Metro would like to re-extend the invitation to have the U.S. Army Corps of Engineering be a participating agency for the Draft EIR/EIS document Westside Subway Extension project.

I look forward to hearing from you soon. Thank you for your time.

Sincerely,
Dianne Sirisut

Westside Area Team
Metropolitan Transportation Authority
One Gateway Plaza, MS: 99-22-5
Los Angeles, CA 90012
Phone: (213) 922-3031
Fax: (213) 922-3060
sirisutd@metro.net

ROUTE SLIP FROM OFFICE OF THE CEO

Date: 4-16-09

LEAD TO BLIND COPY ALL STAFF ON THE FYI LIST.

PLEASE RETURN A COPY OF THIS ROUTING SLIP WITH YOUR FINAL RESPONSE OR DRAFT.

Reply direct to correspondent under your department's signature by _____.

If Board Members are copied on the original letter, provide them with a copy of the response..

Draft reply for CEO's approval and signature by _____.

If Board Members are copied on the original letter, add them to the cc list.

Subject: Thomas H. Magness - acceptance for westside Environmental per. Process

LEAD	FYI ONLY	
	LEAD	Chief, Administrative Services, <i>Lonnie Mitchell</i>
		Chief Auditor <i>Ruthe Holden</i>
		Chief Capital Management Officer, <i>Rick Thorpe</i>
		Chief Communications Officer, <i>Matt Raymond</i>
		Chief, Financial Services, <i>Terry Matsumoto</i>
		Chief Operations Officer, <i>Carolyn Flowers</i>
	✓	Chief Planning Officer, <i>Carol Inge</i>
		Chief, Real Property Management and Development, <i>Roger Moliere</i>
		General Manager – Rail Operations, <i>Mike Cannell</i>
		County Counsel, <i>Charles Safer</i>
		Board Relations, <i>Joanne Kawai</i>
		Customer Services, <i>Tom Horne</i>
		Deputy Chief Capital Management Officer, <i>Krishniah N. Murthy</i>
		Research and Library Services, <i>Matt Barrett</i>

NOTES:

Thanks, Diana Estrada x22161



DEPARTMENT OF THE ARMY
LOS ANGELES DISTRICT, CORPS OF ENGINEERS
P.O. BOX 532711
LOS ANGELES, CALIFORNIA 90053-2325

Reply to the
Attention of:

April 10, 2009

District Commander

Mr. Roger Snoble
Chief Executive Officer
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, California 90012

Dear Mr. Snoble:

Thank you for your letters, dated March 24, 2009, inviting the U.S. Army Corps of Engineers (Corps) to be a participating agency and a cooperating agency in the environmental review process for the Westside Extension Project.

In January 2009, the Federal Transit Administration (FTA) and the Los Angeles County Metropolitan Transportation Authority (LACMTA) completed an Alternatives Analysis Study for the project. As a result, two alignment alternatives, a no build alternative, and a transportation systems management (TSM) alternative, were recommended for further study. As federal lead agency, the FTA, in cooperation with the LACMTA, is currently initiating the preparation of an Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the proposed project.

The proposed alignment alternatives to be evaluated in the EIS/EIR would traverse the footprints of two Corps flood control projects within the Los Angeles County Drainage Area Project. As a result, the proposed alignment alternatives may require approval by the Corps. Specifically, Corps approval would be required for (1) proposed alterations to the flood control systems and (2) impacts to waters of the United States.

Any proposed alterations to the existing flood control projects would require Corps review and approval in accordance with either 33 CFR 208 or 33 USC 408. Review under section 208 would apply to alterations that would not adversely affect the functioning of the flood control project and flood fighting activities. Review under section 408 would apply to any significant alteration or modification to a flood control project. Section 408 requires that, before allowing any alteration, occupation or use of a flood control project, the Corps must determine that such use will not be injurious to the public interest and will not impair the usefulness of the flood control project for its intended purpose. Please refer to the enclosed documents for additional information. The Corps' section 208 or section 408 review would occur in addition to any review requirements of the agency responsible for operation and maintenance of the flood control projects.

The second approval potentially required for the proposed project is a Clean Water Act section 404 permit for the discharge of dredged or fill material into, including any redeposit of dredged material within, "waters of the United States" and adjacent wetlands. Please note that the final decision on a section 208 request or a section 408 request would precede the final decision on a section 404 permit.

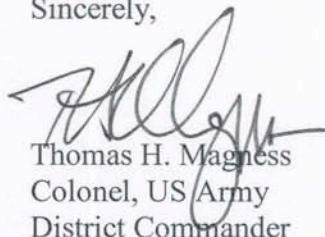
Due to the approvals potentially required by the Corps, the FTA requests that the Corps become a cooperating agency and a participating agency in the development of the project in accordance with the Council on Environmental Quality "Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act (NEPA)" and section 6002 of the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

The cooperating agency and participating agency processes are designed to aid in identifying all reasonable project alternatives, environmental impacts, and measures to mitigate adverse impacts. The Corps, as well, would like to ensure that this project progresses in a mutually acceptable way in order to streamline the eventual application process with our agency. In evaluating our level of involvement in any project, we strive to ensure our participation is commensurate with the amount of impacts and the quality of impacted waters within our jurisdiction.

From our preliminary review, it appears that the existing flood control projects occur at relatively shallow locations in comparison to a subway system. Due to the limited depth of the flood control projects, the Corps anticipates that the proposed project would be designed to avoid impacts on the flood control projects. In addition, the existing flood control projects retain very limited aquatic habitat functions. Considering these factors, we decline to become a cooperating agency in the development of the EIS/EIR. However, as our jurisdiction over the proposed project has yet to be determined, we accept your offer to become a participating agency in the environmental review process.

If you have any questions or concerns, please contact me at (213) 452-3961, or your staff can contact Ms. Phuong H. Trinh of our Regulatory Division at (213) 452-3372.

Sincerely,



Thomas H. Magness
Colonel, US Army
District Commander

Enclosure



DEPARTMENT OF VETERANS AFFAIRS
Greater Los Angeles Healthcare System
11301 Wilshire Boulevard
Los Angeles, CA 90073

COPY

June 8, 2009

In Reply Refer To: 691/00

Mr. Arthur Leahy
Chief Executive Officer
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

Bakersfield Community
Based Outpatient Clinic
1801 Westwind Drive
Bakersfield, CA 93301
(661) 632-1800

Dear Mr. Leahy:

Los Angeles Ambulatory
Care Center
351 E. Temple Street
Los Angeles, CA 90012
(213) 253-2677

I am writing on behalf of the VA Greater Los Angeles Healthcare System (GLA) to express support for a subway stop that will serve GLA's Veterans and the employees of the West Los Angeles VA Medical Center (WLA).

Santa Barbara Community
Based Outpatient Clinic
4440 Calle Real
Santa Barbara, CA 93110
(805) 683-1491

GLA is the largest integrated healthcare system in the Department of Veterans Affairs (VA), Veterans Healthcare Administration (VHA), consisting of one (1) Tertiary Care Hospital (Medical Center), three (3) Ambulatory Care Centers, and nine (9) Community-Based Outpatient Clinics. Together, they total 945 beds, more than 5,000 employees, and an annual operating budget of \$608 million. There are approximately 530,000 Veterans living in the GLA catchment area. During Fiscal Year 2008, GLA treated 78,000 Veterans, with 1.1 million outpatient visits. GLA's mission is to Honor America's Veterans by providing exceptional health care that improves their health and well-being. Access is one of our six focus domains of value, and providing improved public transportation would enhance access to Veterans and employees alike.

Sepulveda Ambulatory Care
Center and Nursing Home
16111 Plummer Street
North Hills, CA 91343
(818) 891-7711

West Los Angeles
Healthcare Center
11301 Wilshire Boulevard
Los Angeles, CA 90073
(310) 478-3711

WLA houses acute inpatient and ambulatory care services, long-term care programs, domiciliary, research and administrative program plus homeless programs run by community partners. The California State Veterans Home is also located on the WLA campus and will operate 396 beds and employ 500 State employees. GLA is affiliated with more than 45 colleges, universities and vocational schools in 17 different medical, nursing, paramedical and administrative programs, including the UCLA and USC Schools of Medicine. In all, more than 850 students and trainees rotate to the WLA site each year.

The transportation infrastructure available to our Veterans and employees, many of whom travel from the outlying counties, is

Page 2.

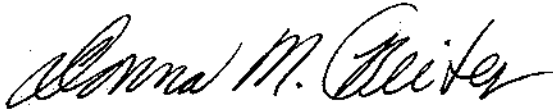
Mr. Arthur Leahy

currently insufficient in terms of ease and access. Maintaining access to WLA, and the services it provides, is critical to GLA's mission of providing excellent care to Veterans. However, with the projected growth in the Los Angeles population, access to WLA is only going to become more of a challenge.

GLA supports the proposed subway extension and will be happy to work with MTA staff to study the use of the WLA campus for a subway station, and to incorporate potential plans into GLA's master planning process.

GLA urges you to move this project forward, keeping Los Angeles area Veterans in mind in the planning process. Should you have further questions regarding this matter, please contact Ms. Katherine Steinberg, Strategic/Facility Planner, at (310) 478-3711, extension 42345.

Sincerely,



Donna M. Beiter, R.N., M.S.N.
Director

cc: Mr. Ronald B. Norby, Network Director
Representative Henry Waxman
Supervisor Zev Yaroslavsky
Senator Diane Feinstein
Supervisor Gloria Molina
Supervisor Mark Ridley-Thomas
Supervisor Don Knabe
Supervisor Michael Antonovich
Ms. Jody Feerst Litvak

Agency Response from Scoping Comment Period as of 5/22/09

Comment ID #	Creation Date	First Name	Last Name	Job Title	Name of Agency/Organization	Address	Telephone	Email	Submission Method	Submission Date
1	3/31/09	LaShavio	Johnson	Historic Preservation Technician	Advisory Council of Historic Preservation	1100 Pennsylvania Avenue NW, Suite 803, Washington DC 20004	202-606-8552	bsemmer@achp.gov	Postal Mail	04/13/09
2	3/31/09	Jonathan	Hutchison	Director, Government Affairs - West	Amtrak		510-238-2671	hutchij@amtrak.com	Email	03/31/09
3					Amtrak					
4	5/7/09	Fran	Pavley	Senator	California State Senate District 23	2716 Ocean Park Blvd., Ste 3088, Santa Monica, CA	310-314-5214		Postal Mail	05/07/09
5	5/11/09	Elmer	Alvarez	Senior Transportation Planner	Caltrans, District 7 - Division of Planning	100 S. Main Street, MS 16, Los Angeles, CA 90012	213-897-6696, 213-792-0388 (cell)	elmer_alvarez@dot.ca.gov	Postal Mail	05/14/09
6	5/5/09	Damrath	Garrett	Senior Environmental Planner	Caltrans-Business, Transportation, and Housing Agency	100 South Main Street, Suite 100, Los Angeles, CA 90012-3603	213-897-96016		Postal Mail	05/05/09
7	5/6/09	Roderick J.	Wood	City Manager	City of Beverly Hills	455 N. Rexford Dr., Beverly Hills, CA 90210	310-285-1013		Email	05/06/09
8	5/7/09	Gail	Goldberg	Director	City of Los Angeles, Department of City Planning	200 N. Spring St., Rm 525, Los Angeles, CA 90012	213-978-1271		Email	05/07/09
9	5/7/09	Michael A.	Shull	Superintendent	City of Los Angeles, Department of Recreation and Parks	221 N. Figueroa St., Suite 100 Los Angeles, CA 90012	213-202-2681		Postal Mail	5/13/09
10					City of Los Angeles, Department of Recreation and Parks					
11	5/7/09	Kang	Hu	Senior Transportation Engineer	City of Los Angeles, Department of Transportation	100 S. Main Street, 10th Floor, Los Angeles, CA 90012	213-972-8410	kang.hu@lacity.org	Email	05/07/09
12	4/27/09	Michael	Brown	Division Manager	City of Los Angeles, Street Improvement and Stormwater Division	1149 S. Broadway, Suite 700, Los Angeles, CA 90015			Postal Mail	04/29/09
13	5/13/09	Paul	Arevalo	City Manager	City of West Hollywood	8300 Santa Monica Blvd., West Hollywood, CA 90069	323-848-6460		Email	05/13/09
14	5/1/09	Minh-Ha	Nguyen	Assistant Director	Community & Senior Services	3333 Wilshire Blvd., Suite 400, Los Angeles, CA 90010	213-738-2645	mnguyen@css.lacounty.gov	Email	05/07/09
15	4/8/09	Paul	Frost	Associate Oil & Gas Engineer	Department of Conservation, Division of Oil, Gas and Geothermal Resources	5816 Corporate Ave., Suite 200, Cypress, CA 90630	714-816-6847		Postal Mail	04/10/09
16	4/15/09	James F.	Devine	Senior Advisor for Science Applications	Department of Interior, U.S. Geological Survey	U.S. Geological Survey, MS 423, Reston, VA 20192	703-648-4423		Email	05/07/09
17	4/10/09	Richard D.	Thorpe	Chief Executive Officer	Exposition Metro Line Construction Authority	707 Wilshire Boulevard, 34th Floor, Los Angeles, CA 90017	213-243-5500		Letter	04/10/09

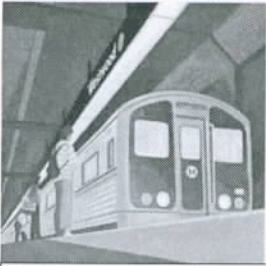
18	3/31/09	Donna M.	Meyer	Deputy Environmental Officer	FEMA - RIX			fema-rix-ehp-documents@dhs.gov	Email	03/31/09
19	3/31/09	Alessandro	Amaglio	Environmental Officer	FEMA, U.S. Department of Homeland Security	1111 Broadway, Suite 1200, Oakland, CA 94607	510-627-7284	fema-rix-ehp-documents@dhs.gov	Postal Mail	04/06/09
20	5/7/09	Glenn	Striegler	Environmental Assessment Coordinator	LAUSD Office of Environmental Health & Safety	333 South Beaudry Ave, 20th Floor, Los Angeles, CA 90017	213-241-2199	glenn.striegler@lausd.net	Email	05/07/09
21	4/1/09	Anthony	Curzi	Regional Planning Assistant	Los Angeles County Department of Regional Planning	320 West Temple Street, Los Angeles, CA 90012	213-974-6461	acurzi@planning.lacounty.gov	Email	04/01/09
22	4/20/09	Jon	Umeda		Los Angeles County Fire Department	1320 N. Eastern Ave., Los Angeles, CA 90063		jumeda@fire.lacounty.gov	Online	04/20/09
23	4/21/09	Karen	Jones	Manager, Sector III	Los Angeles County Fire Department		323-881-2461	kjones@fire.lacounty.gov	Email	04/21/09
24					Los Angeles County Fire Department					
25	3/25/09	Katie	Tinney	Director of Scheduling	Office of Governor Arnold Schwarzenegger	Office of the Governor, Sacramento, CA 95814	916-445-2841		Postal Mail	
26	4/14/09	Jacoline	Ward		Santa Monica Big Blue Bus			jacoline.ward@smgov.net	Email	04/14/09
27	4/29/09	Naresh	Amatya	Manager	Southern California Association of Governments	818 7th Street, 12th Floor, Los Angeles, CA 90017	213-2361800		Email	05/05/09
28	4/15/09	Steve	Lantz	Director, Communications and Development	Southern California Regional Rail Authority			lantz@scrra.net	Email	04/15/09
29	5/14/09	Dr. Aaron O.	Allen	Chief, North Coast Branch	U.S. Army Corps of Engineers, Regulatory Division			aaron.o.allen@usace.army.mil	Email	05/14/09
30	4/13/09	Pat	Currey	Senior Real Estate Officer	U.S. Department of General Services Administration (GSA)	707 Third Street, 6th Floor, MS 101, West Sacramento, CA 95605	916-376-1791	palmer.currey@dgs.ca.gov	Email	04/13/09
31	5/12/09	William A.	Stricklin	Asset Manager	U.S. Department of General Services Administration (GSA)	450 Golden Gate Ave., 3rd Floor, San Francisco, CA 94102	415-271-0353 (GSA cell)	william.stricklin@gsa.gov	Email	05/12/09
32	5/1/09	Mary M.	Filippini	Acting Regional Commissioner	U.S. Department of General Services Administration (GSA)	450 Golden Gate Ave., San Francisco, CA 94102			Email	05/07/09
33	3/27/09	Emroy M.	Lee	Acting Regional Director	U.S. Department of Health & Human Services	90 - 7th Street, Suite 5-100, San Francisco, CA 94103	415-437-8500	emory.lee@hhs.gov	Email	03/27/09
34	3/30/09	Renee	Fortier	Director	UCLA Transportation	555 Westwood Plaza, Suite 100, Box 951360, Los Angeles, CA 90095	310-206-6317	rfortier@ts.ucla.edu	Email	03/30/09

35	4/30/09	Renee	Fortier	Director	UCLA Transportation	555 Westwood Plaza, Suite 100, Box 951360, Los Angeles, CA 90095	310-206-6317	rfortier@ts.ucla.edu	Postal Mail	05/07/09
36	6/8/09	Donna	Beiter	Director	U.S. Department of Veteran's Affairs	11301 Wilshire Blvd. Los Angeles, CA 90073	310-478-3711		Postal Mail	06/08/09
37	4/10/09	Thomas	Magness	US Army District Commander	U.S. Department of the Army	PO Box 532711, Los Angeles, CA 90053	213-452-3961		Postal Mail	06/19/09

Participation Request	Submission Notes	Suggested Contact (First Name)	Suggested Contact (Last Name)	Job Title	Phone	Email
No	Comply with Section 106. ACHP would like to reserve right to participate in EIS/EIR process. Recommends contacting SHPO (State) and THPO (Indian tribes)	Blythe	Semmer		202-606-8552	bsemmer@achp.gov
Yes	The email responses states no participation requested, but after a followup phone call Amtrack has accepted invitation request to be a participating agency. Focus on congestion term growth. LOS today not reflective of the demand.	Harry	Steelman	Division Engineer		
	(Alternate Contact)	Joe	Yannuzzi	General Superintendent		
n/a	Would like Alt 1 with the money we have now and Alt 11 if the money becomes available. Recommends stations at Cedars-Sinai/Beverly Center and UCLA and all the way to Santa Monica. Its important for Santa Monica residents who need to get to UCLA and other destinations. Offers to help if there is anything she can do.	Fran	Pavley	Senator	310-314-5214	
n/a	Metro will need to coordinate planning of the subway project beneath the I-405. A cooperative agreement will be needed for the planning, design and construction of the subway beneath the I-405. Oversize vehicles will need a	Elmer	Alvarez	Senior Transportation Planner	213-897-6696, 213-792-0388 (cell)	elmer_alvarez@dot.ca.gov
Yes	Interested in a participating/cooperating agency role	Brian	Manor		213-897-0704	
Yes	Identified concerns and issues about separate construction time frames, and listed various potential construction impacts (i.e. staggng, traffic, resident and business impacts) to be included in Draft EIS/EIR	Roderick J.	Wood	City Manager	310-285-1013	
n/a	Collaborate with City of LA Planning staff to refine station locations to ensure transit-supportive land use policies. Various comments on specific stations in regards to station location, design, access issues, pedestrian accessibility.	Gail	Goldberg	Director	213-978-1271	
Yes	Accepts the invitation to be a participating agency	Melinda	Gejer	Planning Associate	213-202-2656	
	(Alternate Contact)	Camilia D.	Walls	City Planner	213-202-2678	
Yes	Use CMA methodology for the traffic counts. Identified an additional 23 intersections	Susan	Bok	Supervising Transportation Planner	213-972-8623	susan.bok@lacity.org
Yes	Comply with BOE Standard Plans Designs within the City of Los Angeles districts (i.e. Right-of-way shall, Design Manuals, Special Provisions, dedication requirements, etc.). Asked Metro to include the City of Los Angeles Bureau of Engineering in EIS/EIR review.	Curtis	Tran		213-485-4505	
Yes	Accepts the invitation to be a participating agency. Prefers Alt.11	Paul	Arevalo	City Manager	323-848-6460	
n/a	Fully supports the project. Remember to consider senior usage (i.e. senior safety, especially during evening hours)	Minh-Ha	Nguyen	Assistant Director	213-738-2645	mnguyen@css.lacounty.gov
n/a	According to Section 3106 of Public Resources Code, Department of Conservation is to supervise the drilling, operation, maintenance, and plugging and abandonment of wells.	Paul	Frost	Associate Oil & Gas Engineer	714-816-6847	
No	No jurisdiction or authority. However, for information concerning the natural resources of the project contact Eric Reichard, Acting Director of the USGS California Water Center in Sacramento, at (916) 225-6134	James F.	Devine	Senior Advisor for Science Applications	703-648-4423	
Yes	Accepts invitation to be a participating agency	Monica	Born	Project Director	213-243-5527	mborn@exporail.net

No	Declined invitation to be a participating agency	Donna M.	Meyer	Deputy Environmental Officer		fema-rix-ehp-documents@dhs.gov
No	FEMA does not have jurisdiction but wants to review the Draft EIS/EIR. Try contacting National Flood Insurance Program (NFIP) and County's Flood Damage Prevention Ordinance.	Alessandro	Amaglio	Environmental Officer	510-627-7284	fema-rix-ehp-documents@dhs.gov
n/a	Identified errors on the two alternatives map. Provided alternative maps including LAUSD schools	Glenn	Striegler	Environmental Assessment Coordinator	213-241-2199	glenn.striegler@lausd.net
Yes	Accepts invitation to be a participating agency	Paul	McCarthy	Supervising Regional Planner		
n/a	Prefers Wilshire Subway Alternative, because the Wilshire/West Hollywood Subway Alternative will effect routing, response time, construction cuts off water, and rail transit is believed to increase 100-200 more people congregating at stations. Specifically effecting Fire Stations 7 and 8 (in City of WeHo).	Jon	Umeda			jumeda@fire.lacounty.gov
Yes	Accepts invitation to be a participating agency	Jim	Enriquez	Battalion Chief	626-369-0895	
	(Alternate Contact)	Marcos	Espiritu	Captain	323-724-3188	
n/a	Send requests in at least 30 days prior to your request date or timeframe to be considered	Katie	Tinney	Director of Scheduling	916-445-2841	
Yes	Responded on behalf of Stephanie Negriff. Accepts invitation to be a participating agency	Paul	Casey	Senior Transit Programs Analyst		
Yes	Accepts invitation to be a participating agency	Matt	Gleason	Transit Planner		
Yes	Accepts invitation to be a participating agency	Steve	Lantz	Director, Communications and Development		lantz@scrra.net
n/a	Status of invitation to accept or decline request to be a participating agency is still under review. Until then USACE has requested to stay informed	Dr. Aaron O.	Allen	Chief, North Coast Branch		aaron.o.allen@usace.army.mil
n/a	Request to stay informed					
Yes	Accepts the invitation to be a participating agency via telephone conversation with Roger Martin	William A.	Stricklin	Asset Manager	415-271-0353 (GSA cell)	william.stricklin@gsa.gov
Yes	Accepts invitation to be a participating agency. For further review contact Bill Stricklin (Refer to line 27)					
No	No jurisdiction or authority	Emroy M.	Lee	Acting Regional Director	415-437-8500	emory.lee@hhs.gov
Yes	Accepts invitation to be a participating agency	Renee	Fortier	Director	310-206-6317	rfortier@ts.ucla.edu

n/a	Include a Westwood/UCLA station in the first phase. Imperative to enable the University to continue exceling in its teaching and research, as well as the entire LA region and commuters.	Renee	Fortier	Director	310-206-6317	rfortier@ts.ucla.edu
n/a	Supports project and is interested in discussing a station at the VA facility	Katherine	Steinberg	Strategic/Facility Planner	310-478-3711, ext. 42345	
Yes	Accepts the invitation to be a participating agency and cooperating agency	Phuong	Trnih	Regulatory Division	213-452-3372	



WRITTEN COMMENT FORM

FORMULARIO PARA COMENTARIOS

Name/Nombre: <i>ROBERT MEINERT</i>	
Organization/ Organización:	
Address/Dirección:	
Telephone/Teléfono: <i>626 340 5109</i>	Fax:
Email:	

- Meeting Venue: LACMA West Hollywood Beverly Hills
 Westwood Wilshire UMC Santa Monica

Comments/Comentarios:

THE MOST EXPEDIENT SERVICE IS TO HAVE DIRECT WILSHIRE LINE AND THEN A COUNTERCLOCK WIZE ROUTE. A STATION ON THE WESTWOOD-UCLA CAMPUS AND IN CENTURY CITY ON SANTA MONICA BLVD. MAKE AN EASEMENT, TUNNEL CUT FOR A FUTURE WEST HOLLYWOOD LINE.



Subway EIS, Which Future is Better?

The Metro scoping process has begun. This is one transportation line that can have a major change on how the entire LA Basin operates. Choosing the four and one half miles in the Wilshire corridor as the line for the subway extension has impacts most people have not considered. That would include Metro's planners. It is a case of unintended consequences brought about in their zeal to find enough existing ridership to validate a Wilshire corridor subway but without looking into the future to see what the consequences are. The consequences are horrendous.

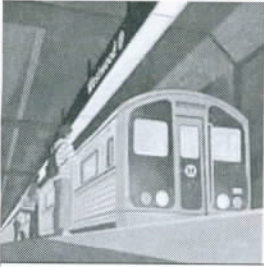
To date there are just two "build alternatives" that Metro and their consultants are programmed to study. Both of the "build alternatives", as it now stands, involve the Wilshire corridor thereby guaranteeing its choice if a subway extension were to be built. This article is about adding a third "build alternative" which would be a stand alone subway extension from the existing Hollywood and Vine station westerly in the Santa Monica Boulevard corridor to Beverly Hills and beyond. This third "build alternative" avoids the major impacts to the entire LA Basin referred to above. It is necessary to have the third alternative in order to flush out the existing bias and to avoid the impacts that effect existing and future land use and traffic.

Before a cubic yard of soil is turned the land use change would begin. It would only take a favorable choice for a Wilshire subway extension and developers would begin increased development and the increased vehicular traffic follows right behind it. This will be a new era of development given SB 375 anti sprawl law. The need to plan transportation and land use together increasing population density connected to employment centers brings a great deal of development in town. The LA Basin will be in an era of consolidation with construction that has never been experienced before in the Basin. An increase of between 150,000 and 180,000 new dwelling units would be expected in the next twenty-five years in the Basin in addition with major expansion in commercial, institutional, entertainment and other support activities. The question is where should all this new activity occur?

To begin with a subway line also needs major vehicular capacity like a freeway or a Flow Boulevard to serve the commercial growth that is to be served. The longer the line of high density regional commercial and supporting activities the greater the travel demand along the corridor. A Flow Boulevard along Wilshire and Sixth Street can extend from Downtown west to La Cienega. Then the traffic trouble begins. You can consider that a Flow Boulevard could continue using Wilshire and Burton Way as the basic one-way pair but that brings unacceptable land use impact to everything between Wilshire and Santa Monica Boulevards. This would all culminate in an epic bottleneck Cecil B. De Mille could not have conceived. The bottleneck would persist yet a bypass would need to be made in the Pico-Olympic corridor to go further west. Now commuter traffic seeking regional employment centers has been induced into established residential communities from Western Ave to beyond the 405.

Regarding the needed new housing and dense neighborhoods; they should be put in areas where renewal is needed. Beginning in West Hollywood going east through Hollywood, on through East Hollywood and adjacent to Downtown, that entire corridor needs new communities, neighborhoods and housing. That corridor has the major travel demand for the north side of the Basin. It is Route 2, the deleted Beverly Hills Freeway but can become a Flow Boulevard from the 5 Freeway to the 405 and be the new community activity spine and vehicular back bone with the subway extension going west from Hollywood to the 405. Transportation and land use would work together as it should. FlowBoulevardPlan.com

Contact; email Phil Brown at PJBarch@DSLextreme.com . Since these planning issues are often complex it is possible for groups to arrange for a PowerPoint presentation and discussion. Remember, Metro needs the input by citizens to get it right.



WRITTEN COMMENT FORM FORMULARIO PARA COMENTARIOS

Name/Nombre: JEFF SCHINZING

Organization/ Organización:

Address/Dirección: 330 S. BERENDO ST. #208, LOS ANGELES, 90020

Telephone/Teléfono: _____ Fax: _____

Email: jschinzin@gmail.com

- Meeting Venue: LACMA West Hollywood Beverly Hills
 Westwood Wilshire UMC Santa Monica

Comments/Comentarios:

EITHER ALTERNATIVE #1 (WILSHIRE ~~CORNER~~ BLVD. ONLY) OR ALTERNATIVE #2 (WILSHIRE BLVD. and WEST HOLLYWOOD) WOULD GREATLY IMPACT ~~THE~~ → REDUCE COMMUTING TIME BETWEEN DOWNTOWN TO THE WESTSIDE. I WOULD LEAN TOWARDS ALTERNATIVE #2 AS SUPPOSE TO ALTERNATIVE #1 BECAUSE OF THE AMOUNT OF BUSINESSES, ATTRACTIONS → RESIDENCE THAT ARE CONCENTRATED IN THE HOLLYWOOD and MID-WILSHIRE AREA.

LINKING CENTURY CITY, B.H. → SANTA MONICA TO HOLLYWOOD → DOWNTOWN WILL ~~BE GREATLY HELPFUL~~ DRAMATICALLY EASE THE EAST TO WEST COMMUTE BUT WILL ALSO EASE THE NORTH TO SOUTH COMMUTE IN CENTRAL → WEST LOS ANGELES.

AS I PERSON WHO ~~DOES NOT DRIVE~~ HAS VISION IMPAIRMENTS, THE SUBWAY SYSTEM WILL GREATLY HELP THOSE W/ DISABILITIES → THOSE WHO CANNOT DRIVE.

LOS ANGELES NEEDS TO CATCH UP W/ INTERNATIONAL CITIES THAT HAVE ~~PROG~~ BUILT VAST SUBWAY SYSTEMS / TRAIN SYSTEMS THAT ALLOWS EFFICIENCY IN COMMUTE → PRODUCTIVITY. BUENOS AIRES → MANILA WHICH ARE RELATIVELY THE SAME SIZE AS LOS ANGELES. WILL OR HAVE EXCEEDED SUBWAY DEVELOPMENT BY

Return comment form to (Favor de regresar formulario a):

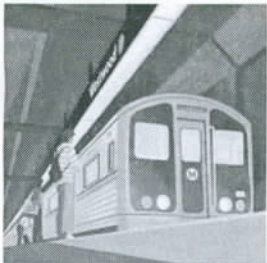
David Mieger, Project Manager, Metro, One Gateway Plaza MS 99-22-5, Los Angeles, CA 90012

2010!!



Metro

WE ARE FAR BEHIND IN THE INTERNATIONAL ARENA OF SUBWAY DEVELOPMENT → COMMUTING EFFICIENCY!!



WRITTEN COMMENT FORM FORMULARIO PARA COMENTARIOS

Name/Nombre: JOAN WATSON

Organization/ Organización: United Riders of LA

Address/Dirección: Box 512 LA 90028

Telephone/Teléfono: (323) 469-4178 Fax:

Email:

- Meeting Venue: LACMA West Hollywood Beverly Hills
 Westwood Wilshire UMC Santa Monica

Comments/Comentarios:

You need 50% Federal
 Funding. US Transportation Secretary
 Ray LaHood stated in N.Y. Times The
 "OBAMA Administration's No. 1 Priority
 is High Speed Rail." Read it and
 weep!
 It is impossible to tunnel through the
 LA Area Tar Pits.
 We favor NO build Alternatives.

Return comment form to (Favor de regresar formulario a):

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



Metro

5



WRITTEN COMMENT FORM FORMULARIO PARA COMENTARIOS

Name/Nombre: DARIN WEEKS	
Organization/ Organización: Weho Resident	
Address/Dirección: 8375 Fountain Ave, Penthouse	
Telephone/Teléfono: 646 621 7720	Fax:
Email: darincweeks@gmail.com	

Meeting Venue: LACMA West Hollywood Beverly Hills
 Westwood Wilshire UMC Santa Monica

Comments/Comentarios:

— NO Parking in Weho stations! Help us keep/make city pedestrian oriented

— Locate West weho station(s) at or closer to San Vicente. La Cienega/Santa Monica is NOT a pedestrian friendly location and is unappealing destination/origin. La Cienega or slightly east of La Cienega would be good for additional station. If only 1 station, locate near MTA bus yard on Santa Monica Blvd.

— Please build BOTH stations... makes century city to Hollywood segment highly useful!!!

Return comment form to (Favor de regresar formulario a):

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



Metro

- can you put a station at sunset & La Cienega instead of Santa Monica & La Cienega?

6



WRITTEN COMMENT FORM FORMULARIO PARA COMENTARIOS

Name/Nombre: <p>Leron Gubler</p>	
Organization/ Organización: <p>Hollywood Chamber of Commerce</p>	
Address/Dirección: <p>7018 Hollywood Blvd., Hollywood 90028</p>	
Telephone/Teléfono: <p>(323) 469-8311</p>	Fax: <p>(323) 469-2805</p>
Email: <p>Leron@hollywoodchamber.net</p>	

- Meeting Venue: LACMA West Hollywood Beverly Hills
 Westwood Wilshire UMC Santa Monica

Comments/Comentarios:

We are particularly interested in planning considerations related to the connection to the Highland Station. ^{Alt #11} We would like to see the study review/ ^{consider} not only 'cut + cover' but also tunneling without 'cut + cover' but connecting into the existing station at Highland. This might possibly reduce some costs as well as reduced construction impact at the busy intersection of Hollywood + Highland. We applaud METRO for including Alternative 11 in the planning process.

Return comment form to (Favor de regresar formulario a):

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



Metro

Cem Cetindis

917 N. Edinburgh Ave

Los Angeles, Ca. 90046

For the record, written public comment , in scoping meeting
April 14, 2009 ,West Hollywood, Ca.

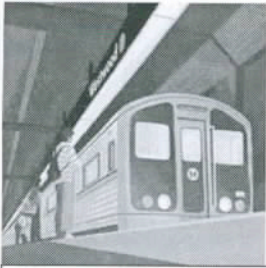
Please YES for Subway Extension

Metro Red Line via Santa Monica Blvd.

Gem Cetindis

A handwritten signature in black ink, appearing to read 'Gem Cetindis', written in a cursive style.

8



WRITTEN COMMENT FORM FORMULARIO PARA COMENTARIOS

Name/Nombre: <i>Phil Brown</i>	
Organization/ Organización: <i>Flow Boulevard Plan. com</i>	
Address/Dirección: <i>1964 Benedict Canyon Dr. Beverly Hills CA.</i>	
Telephone/Teléfono: <i>310-247-0725</i>	Fax: _____
Email: <i>P.Barch@DSL.extreme.com</i>	

- Meeting Venue: LACMA West Hollywood Beverly Hills
 Westwood Wilshire UMC Santa Monica

Comments/Comentarios:

There should be a 3rd "build alternative" of a stand alone Santa Monica Boulevard corridor subway extension without a Wilshire corridor subway. See attached statement and listen to the audio verbal rationale for getting the necessary ridership. Also! Metro has to start helping solve for congestion in the LA Basin!

Return comment form to (Favor de regresar formulario a):

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



Metro

WILSHIRE CORRIDOR FLOW-BOULEVARD

A PROPOSAL FOR THE WILSHIRE CORRIDOR

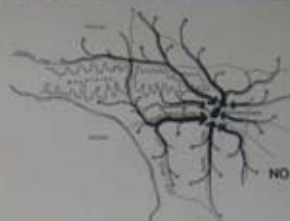
BY PHILLIP JON BROWN, ARCHITECT

STATEMENT OF THE PROPOSAL

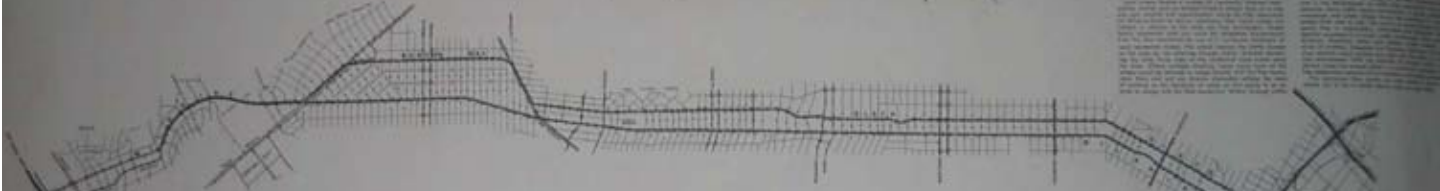
The purpose of this proposal is to present a comprehensive plan for the Wilshire Corridor Flow-Boulevard. The plan is based on a study of the corridor and its surrounding areas, and it is intended to provide a framework for the development of the corridor in a way that is consistent with the goals of the city and the state.

1. To provide a comprehensive plan for the Wilshire Corridor Flow-Boulevard.
2. To provide a framework for the development of the corridor in a way that is consistent with the goals of the city and the state.
3. To provide a plan that is based on a study of the corridor and its surrounding areas.
4. To provide a plan that is intended to provide a framework for the development of the corridor in a way that is consistent with the goals of the city and the state.

ALTERNATIVE TRAVEL FORMS, HOME TO EMPLOYMENT CENTER



The plan is based on a study of the corridor and its surrounding areas, and it is intended to provide a framework for the development of the corridor in a way that is consistent with the goals of the city and the state. The plan is based on a study of the corridor and its surrounding areas, and it is intended to provide a framework for the development of the corridor in a way that is consistent with the goals of the city and the state.



Wilshire Corridor Flow-Boulevard Plan

URBAN CONVICTION SOLUTIONS

The plan is based on a study of the corridor and its surrounding areas, and it is intended to provide a framework for the development of the corridor in a way that is consistent with the goals of the city and the state. The plan is based on a study of the corridor and its surrounding areas, and it is intended to provide a framework for the development of the corridor in a way that is consistent with the goals of the city and the state.

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West Park, looking west



Beverly Hills, looking north

We Ho

8A

Subway?... What About Traffic!

Vehicular traffic must be planned for along with the new development that springs from the access brought about by a subway. Where is the planning for the increased vehicular traffic and does it effect the location for the Westside extension line? It is true Metro has been deficient in considering vehicular traffic. And yes since we as residents do not want to live in perpetual gridlock, vehicular traffic does influence where you put a subway line. As you will see below land use and traffic are the determining factors.

Making a subway work in a corridor along with solving for traffic congestion is the reason a third "build alternative" in the Santa Monica Boulevard corridor should be studied. That is what this article is about, getting the "scope" of the study expanded to include the Santa Monica corridor to be studied as a stand-alone subway extension without the Wilshire segment from Western to Beverly Hills. It would begin at the Hollywood and Highland station and continuing west along the Santa Monica Boulevard to Beverly Hills and beyond. And with this corridor there is no doubling back to Vermont for Valley riders to go west.

The reason a third "build" study is so important is the Wilshire corridor can not take the increase in traffic and impacts to land use and the Santa Monica boulevard can and should because it would be so beneficial. That 4 1/2 mile segment along Wilshire is a part of an established central residential community that stretches from Western to beyond the 405. Adding increased density by taking down stable neighborhoods is a bad idea when there are neighborhoods from West Hollywood on through to East Hollywood that need development and redevelopment much more. And the functional reason is that developing that 4 1/2 miles of Wilshire connects and increases development and traffic that creates an unsolvable bottleneck in Beverly Hills when the Wilshire corridor meets the Santa Monica corridor. The only way around the bottleneck is to double capacity on a one-way pair in the Pico-Olympic corridor. By extending a subway in that 4 1/2 miles of Wilshire traffic has been invited into the residential communities from Western to beyond the 405 making demands for new vehicular infrastructure and major land use change. This is bad city planning.

Santa Monica Boulevard corridor is the natural and dominant travel demand corridor. It is State Route 2 and formally the Beverly Hills freeway corridor. By not planning to solve the travel demand in this corridor guarantees congestion and future gridlock from end to end.

An independent Preliminary Transportation Plan for the Santa Monica corridor has been prepared for your information and review at www.FlowBoulevardPlan.com. You will see that the Beverly Hills "bottleneck" can be solved with this corridor as well. The bottleneck solution is simply to put "through traffic" not destined for Beverly Hills into a tunnel about one mile long to Century City. A similar solution in West Hollywood could be made between La Cienega and Doheny, or as suggested on the Flow Boulevard Plan website, a more architectural solution above grade with raised pedestrian circulation and plazas.

So what really matters in the consideration of a subway extension is the mitigation of traffic and land use impacts that would be brought about by the choice of the corridor. In either corridor suburban commuters can be brought into the employment centers of the LA Basin. The question is which corridor has the least impact and the greatest benefit to the residents of the LA Basin. A third "build alternative" is necessary to do it; please tell Metro!

Contact; email Phil Brown at PJBarch@DSLextreme.com . Since these planning issues are often complex it is possible for groups to arrange for a PowerPoint presentation and discussion. Remember, Metro needs the input by citizens to get it right.



WRITTEN COMMENT FORM FORMULARIO PARA COMENTARIOS

Name/Nombre: Alexander Friedman

Organization/ Organización: self; SO.CATA; Transit Coalition, etc.

Address/Dirección: 1330 N. Orange Dr, Apt 106, LA, CA 90028

Telephone/Teléfono: (323) 465-8511 Fax: (509) 463-8511

Email: alex3000@sbcglobal.net

- Meeting Venue: LACMA West Hollywood Beverly Hills
 Westwood Wilshire UMC Santa Monica

Comments/Comentarios:

I strongly believe, alternative 11 is the right thing to do. Both, Wilshire Blvd. and Santa Monica Blvd, are equally important, and Hollywood/Hightland is a major attraction and tourist destination; it's also one of the densest area in the city, thus a connection from the West is vitally important.

Both - Santa Monica Blvd and Wilshire Blvd - should be built simultaneously, and speed-up the general process.

Thank you! Alexander

Return comment form to (Favor de regresar formulario a):

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



Metro



WRITTEN COMMENT FORM

FORMULARIO PARA COMENTARIOS

Name/Nombre: STEVE DODGE	
Organization/ Organización: SELF	
Address/Dirección: 2648 N. Commonwealth Ave Los Angeles, CA 90027	
Telephone/Teléfono:	Fax:
Email:	

- Meeting Venue: LACMA West Hollywood Beverly Hills
 Westwood Wilshire UMC Santa Monica

Comments/Comentarios:

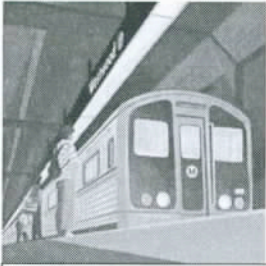
The Alternative 11 (double route) alignment makes the most sense for an integrated transport system, even at elimination of the Santa Monica MDS west of the 405. The expo line extension and bus routes in Santa Monica would help get people to a park and ride site near the 405. The Veterans Center area as a park and ride venue would seem to be best. More people would use the Hollywood/Highland extension than the Santa Monica MDS and be quicker to get people moving and cheaper.

Return comment form to (Favor de regresar formulario a):

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



Metro



WRITTEN COMMENT FORM FORMULARIO PARA COMENTARIOS

Name/Nombre: <i>Jayson Warsuma</i>	
Organization/ Organización:	
Address/Dirección: <i>1284 N Havenhurst Dr West Hollywood CA 90046</i>	
Telephone/Teléfono: <i>(323) 449-7816</i>	Fax:
Email:	

- Meeting Venue: LACMA West Hollywood Beverly Hills
 Westwood Wilshire UMC Santa Monica

Comments/Comentarios: *I Love the Idea*

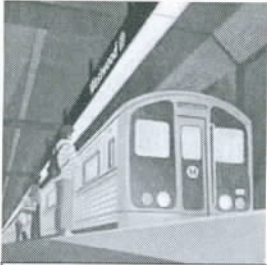
*that the purple line is going to
 Santa Monica Beach. I wish that
 the subway was built in 1800. if the
 subway was built in 1800. Then now
 they would be subways all over
 LA county, and Then ~~Fair~~ Transportation
 would be perfect in LA. I have
 a map that I made last year
 and I show the map*



Return comment form to (Favor de regresar formulario a):
David Mieger, Project Manager, Metro, One Gateway Plaza MS 99-22-5, Los Angeles, CA 90012

Metro





WRITTEN COMMENT FORM FORMULARIO PARA COMENTARIOS

Name/Nombre: MARLINA MORRIS

Organization/ Organización: _____

Address/Dirección: 10790 WILSHIRE BLVD, #1004

L.A. CA 90024

Telephone/Teléfono: _____ Fax: _____

Email: lmor007@hotmail.com

- Meeting Venue: LACMA West Hollywood Beverly Hills
 Westwood Wilshire UMC Santa Monica

Comments/Comentarios:

It is inconceivable that traversing under homes from Century City to Westwood Blvd. is a proposed route when the route along Santa Monica Blvd to Westwood Blvd. is more practical and less disruptive. The stations at Westwood & Wilshire would serve better to be moved to Gayley where there could be room for a Park & Ride. Most residents on Wilshire

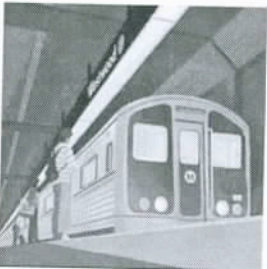
Return comment form to (Favor de regresar formulario a):

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



Metro

6/2/92



WRITTEN COMMENT FORM FORMULARIO PARA COMENTARIOS

Name/Nombre: Rick Hyman

Organization/ Organización:

Address/Dirección: 8581 Santa Monica Blvd - #449 West Hollywood 90069

Telephone/Teléfono: (310) 659-5354 Fax:

Email: Docrick4u@aol.com

- Meeting Venue: LACMA West Hollywood Beverly Hills
 Westwood Wilshire UMC Santa Monica

Comments/Comentarios:

Alternative # 11 - - must be built - -
 traffic in W.H. is gridlocked most
 of the day

Recommend station at Santa Monica +
 San Vicente = huge MTA facility already
 exists there, room for a station +
 parking lot



Return comment form to (Favor de regresar formulario a):
 David Mieger, Project Manager, Metro, One Gateway Plaza MS 99-22-5, Los Angeles, CA 90012

Metro



Traffic Network Becomes More Critical

Few through streets from Beverly Hills to the 405 makes for critical planning

The present "scoping" for the Metro subway extension study allows for the community to make additions to the present study in order to –get it right–. There are two major flaws in the present proposed plans that if adjusted can lead to a much better plan. Both adjustments involve reducing the congestion that would be brought about by mixing in excessive uncontrolled commercially destined commuter traffic within residential communities.

Yes the current plans that are proposed by Metro over time would bring much more traffic into the established residential communities and in such a way that major bottlenecks and massive gridlock would be the outcome. It would be due to the placement of the subway extension, where more development is planned for as well as the placement and kinds of street "improvements" Metro is planning for.

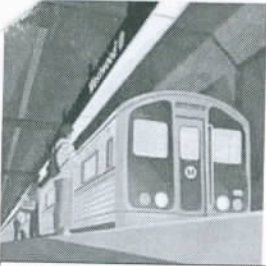
By putting the subway extension with its attracted vehicular traffic in the Wilshire corridor from Western Avenue to Beverly Hills, rather than in the Santa Monica Boulevard corridor from Hollywood to Beverly Hills, an unsolvable major bottleneck is created in Beverly Hills. By adding development and connecting traffic movement from Downtown to Beverly Hills in the Wilshire corridor, this new increased traffic flow becomes constricted at the Santa Monica Boulevard major traffic flow. Too much traffic with not enough capacity leading to commercial work centers making for a constant and major bottleneck. The solution is to not build up the 4 ½ miles of Wilshire corridor with commuter attracting commercial land use, but to instead nurture residential development similar to that which is west of Beverly Hills (BH) and to make Santa Monica Boulevard (SMB) the clear major capacity commuter corridor incorporating the subway extension along with continuing the SMB street improvement east of Century City to Hollywood. Without making this adjustment two events would likely take place. The bottleneck in BH would produce a new double capacity Pico-Olympic one-way pair as a bypass further intruding traffic into those residential communities and secondly the Wilshire corridor vehicular traffic flow would "persist" in its flow west to Westwood and beyond. Both of these potential eventualities impact established residential communities leading to congestion push down resulting in cut-through traffic.

The other flaw in the Metro proposal is to not provide for major commuter traffic to employment centers with high capacity vehicular improved roads so that commuter traffic will not spill over into residential communities. As it stands all major and secondary streets (highways) are planned for to pick up the new increased commuter traffic. Commercial shopping streets become 8 mph "crawls" that rebuffer and direct other traffic into residential boulevards with fewer signals. These alternate "speedways" become very unsafe leading to the installation of more signals where they also become 8 mph "crawls". This is a plan for gridlock over the majority of the LA Basin becoming a cruel way to ruin a city.

The request to Metro becomes 1/ to provide for a third "build alternative" for the subway extension in the SMB corridor without any subway between Western and Beverly Hills, and 2/ to provide for the increased vehicular traffic with adequate facilities to keep commuter traffic from intruding into and impacting established residential communities. By chance there is such a proposal that can be reviewed at www.FlowBoulevardPlan.com.

By the placement of one major transportation corridor an entire city plan is derived along with affecting each citizen. This one study is very important and deserves to be made right. Home Owner Associations, Chamber of Commerce's (to get people to work) and institutions should make their interests known to Metro. If there are questions regarding these ideas please contact Phil Brown at PJBarch@DSLExtreme.com.

4-20-09



WRITTEN COMMENT FORM FORMULARIO PARA COMENTARIOS

Name/Nombre: Vinay Murthy

Organization/ Organización: -

Address/Dirección: 3317 Montone Ave Apt 5, Los Angeles, CA 90034

Telephone/Teléfono: _____ Fax: _____

Email: vinaymur@gmail.com

- Meeting Venue: LACMA West Hollywood Beverly Hills
 Westwood Wilshire UMC Santa Monica

Comments/Comentarios:

Westwood station - Wilshire/westwood MUCH better than points north (plenty of buses ^{to UCLA} better for professionals)

Century City station - around olympic probably better than SM, but probably not worth a lot more \$ if costs are higher

MOS's - why two different segments to CC, then to 405? seems like MOS 2 should go to Westwood & have no MOS 3

405 stop - Wilshire/Federal would be a good stop, especially if some of the open space there was used for multilevel parking lot

Alternatives - Yay Alternative II! Best long term solution b/c it ~~creates~~ ^{creates} a loop.

Western Segment - an alternative that should be studied: turning south along

Return comment form to (Favor de regresar formulario a): 405/sepulveda/sawtelle to meet expo @ pico (instead of 2 lines thro City of Santa Monica)

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





WRITTEN COMMENT FORM FORMULARIO PARA COMENTARIOS

A. 22. 09

Name/Nombre: Phil Brown

Organization/ Organización: Flow Boulevard Plan.com

Address/Dirección: 1009 Benedict Canyon Dr. LA. 90210

Telephone/Teléfono: RBorcho@DSLextreme.com

Fax:

Email: 310.247.0725

- Meeting Venue:
- LACMA
 - Westwood
 - West Hollywood
 - Wilshire UMC
 - Beverly Hills
 - Santa Monica
 - Park & Mirade Mike session.

Comments/Comentarios:

see attached typed written comments titled,
 Wilshire District to be Swallowed Up by Wilshire Center Model?
 and also attached a map of what not to do
 entitled, "Wilshire Corridor Flow-Boulevard" 27"x46"
 (probably rolled up in a bundle with everything else).

Return comment form to (Favor de regresar formulario a):

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



Metro



WRITTEN COMMENT FORM FORMULARIO PARA COMENTARIOS

Name/Nombre: <i>Amanda Parsons</i>	
Organization/ Organización:	
Address/Dirección: <i>244 So. Arden Blvd.</i>	
Telephone/Teléfono: <i>323 806-9703</i>	Fax:
Email: <i>focusap@aol.com</i>	

- Meeting Venue: LACMA West Hollywood Beverly Hills
 Westwood Wilshire UMC Santa Monica

Comments/Comentarios:

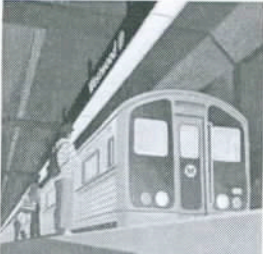
*Big supporter of Crenshaw Station.
 Need to unite all LA's neighborhoods
 Need to re-consider Park Mile
 Plan & address neighborhood
 concerns - including possibility
 for more development to avoid
 urban blight which now is
 threatened
 Should be city-wide issue, not
 local / needs social impact study*

Return comment form to (*Favor de regresar formulario a*):

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



Metro



WRITTEN COMMENT FORM FORMULARIO PARA COMENTARIOS

Name/Nombre: CAROL SEVILLA

Organization/ Organización: none (Santa Monica resident)

Address/Dirección: 1719 CALIFORNIA AVENUE, SANTA MONICA CA 90403

Telephone/Teléfono: (310) 453-1421 Fax: .

Email: carolsevilla@verizon.net

- Meeting Venue: LACMA West Hollywood Beverly Hills
 Westwood Wilshire UMC Santa Monica

Comments/Comentarios:

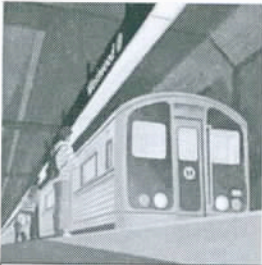
① I am 100% behind heavy-rail subway Alt #1 under Wilshire, & particularly in favor of a stop at 16th & Wilshire to serve the Hospitals (2), Emperor's College, medical highrise buildings, & SM College (via bus). 20th & SM would be a 2nd-choice alternative to 16th Street. 17th works, too. NOW!

② Are you studying altering parking restrictions near 16th & Wilshire? I assume you will. (15-minute limits)



Return comment form to (Favor de regresar formulario a):
 David Mieger, Project Manager, Metro, One Gateway Plaza MS 99-22-5, Los Angeles, CA 90012

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WRITTEN COMMENT FORM FORMULARIO PARA COMENTARIOS

Name/Nombre: MICHAEL DE VILLIERS

Organization/ Organización:

Address/Dirección: S.M.

Telephone/Teléfono: Fax:

Email: mdevilliers@verizon.net

Meeting Venue: LACMA West Hollywood Beverly Hills
 Westwood Wilshire UMC Santa Monica

Comments/Comentarios:

- 1) CRENSHAW STATION IS A WASTE OF TIME - THE CRENSHAW LINE SHOULD CONNECT AT LABREA
- 2) WESTWOOD HOMEOWNERS & POSSIBLE OPPOSITION TO TUNELLING SHOULD BE ADDRESSED EARLY TO AVOID THE KIND OF DELAYS THAT OCCURRED WITH RANCHO PARK ON EXPO LINE.
- 3) WESTWOOD STATION SHOULD INTEGRATE CONNECTION TO THE ~~LOS~~ SEPULVEDA CORRIDOR LINE TO THE VALLEY. AVOID THE KIND OF CONVOLUTED ROUTING THAT THE RAPID BUS FROM VAN NUYS TAKES AT UCLA
- 4) PLAN FOR ADDITIONAL CONNECTIVITY - CRENSHAW LINE TO HOLLYWOOD. ALSO CONSIDER A LA CIENEGA BL. ROUTE CONNECTING TO EXPO LINE IN CULVER CITY THAT COULD CONTINUE ON VENICE BL TO VENICE * (SEE MAP OPP. SIDE)
- 5) INCLUDE WILSHIRE-BUNDY STATION IN PHASE 4
- 6) WE DO NEED THE SUBWAY TO SANTA MONICA. EXPO SERVES A SPECIFIC PURPOSE ^{IT'S CONNECTING DOWNTOWN + S.M.} BUT DOESN'T ~~CONNECT~~ ADDRESS WESTSIDE CONGESTION ~~THE~~ BY GETTING PEOPLE BETWEEN THE NODES OF HOLLYWOOD, WEST HOLLYWOOD, BEV. HILLS, CENTURY CITY ETC.

Return comment form to (Favor de regresar formulario a):

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

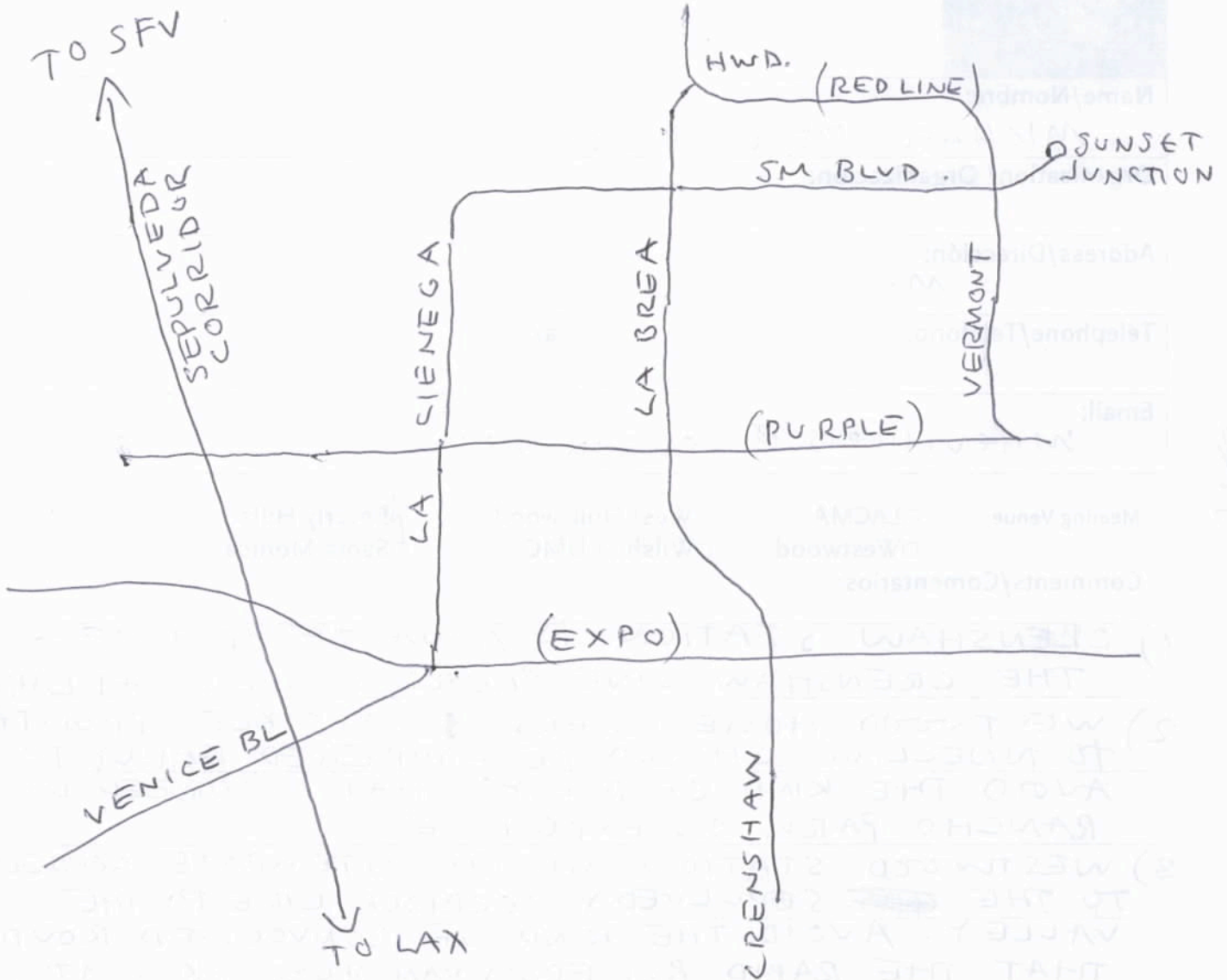


Metro

* A LA CIENEGA LINE FOLLOWING THE ROUTE OF ALT 11 N. OF WILSHIRE, COULD ~~AND~~ FOLLOW SM BL IN WEST HWD, CONNECTING TO A LABREA - S.M. BLVD. STATION ON THE CRENSHAW LINE. P.T.O. ↓

21A

WRITTEN COMMENT FORM
FORMULATING YOUR COMMENTS



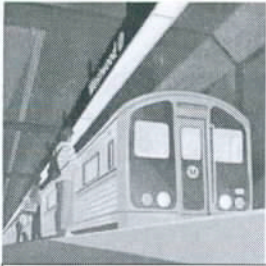
LA CIENEGA ROUTE COULD BE AN ALTERNATIVE, OR ADDITION TO, THE ~~HWD~~ WEST HWD SEGMENT OF ALT II.

ALL THESE BOULEVARDS - LA CIENEGA, SM BL IN HWD, VENICE W OF THE 405 - OFFER OPPORTUNITIES TO INCREASE DENSITY.

David Meyer, Project Manager, Metro One (www.metro.net), Los Angeles, CA 90012



Metro



WRITTEN COMMENT FORM FORMULARIO PARA COMENTARIOS

Name/Nombre: Matt Mason	
Organization/ Organización: N/A	
Address/Dirección: 11925 Goshen Avenue	
Telephone/Teléfono: 310 207-3665	Fax:
Email: mattmason999@yahoo.com	

- Meeting Venue: LACMA West Hollywood Beverly Hills
 Westwood Wilshire UMC Santa Monica

Comments/Comentarios:

I strongly urge Phase III to go at least to Berrington or Bundy. It should go to Bundy if it will not go further west as it has ~~to~~ better bus connections and Wilshire is congested until at least Bundy from the East. For this West LA station a multi-portal/entrance would be ideal. If Bundy is selected a portal should be on Wilshire to the west closer to Berrington. I don't believe a Crenshaw station is necessary or cost-effective. Instead money should be used for multi-portal stations in key locations like Westwood + West L.A.

Return comment form to (Favor de regresar formulario a):

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



Metro



WRITTEN COMMENT FORM FORMULARIO PARA COMENTARIOS

Name/Nombre: KIRSTEN LAAGE

Organization/Organización:

Address/Dirección: 950 EUCLID STREET APT C

Telephone/Teléfono: SM, CA 90403 Fax:

310/260-2300

Email: LAAGE2004@yahoo.com

- Meeting Venue: LACMA West Hollywood Beverly Hills
 Westwood Wilshire UMC Santa Monica

Comments/Comentarios:

SKIP CRENSHAW STATION ON
WILSHIRE SUBWAY, DOES NOT SOUND
AS IT WOULD BE WORTH THE EXPENSE.
WESTWOOD STATION SHOULD BE
AT WILSHIRE/WESTWOOD WITH STAKE AT
CENTURY CITY *SHOULD BE LOCATED
AT SANTA MONICA BLVD.
WILSHIRE/16TH STOP WOULD BE GREAT
PLEASE COMPLETE ALTERNATIVE ~~ALTERNATIVE~~
NO. ~~NO.~~ AS SOON AS POSSIBLE,

Return comment form to (Favor de regresar formulario a):

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



Metro

DON'T BUILD ANY MONORAILS
PLEASE. THEY ARE UGLY
AND WILL RUIN THE CITY
OF SANTA MONICA



WRITTEN COMMENT FORM FORMULARIO PARA COMENTARIOS

Name/Nombre: Michael C. Clark

Organization/ Organización: SAH

Address/Dirección: 401 S. Cochran Ave, #401, Los Angeles, CA 90036

Telephone/Teléfono: 323 937-6970

Fax: -

Email: -

- Meeting Venue: LACMA West Hollywood Beverly Hills
 Westwood Wilshire UMC Santa Monica

Comments/Comentarios: my comments at the last EIR/EISS captioned, Santa Monica Venue, on April 23, 2009 were as follows:

My name is Mike Clark, this is a status update on my \$65.4 million Federal Transit Administration (FTA) grant for the "Parks District" around the Wilshire/Painbow Station and Museum Row, focusing on MTA's initial MAS west on Wilshire to this same station.

I will continue under Gordon's handwritten written Federal implications, complete FTA's Private Station disclosure requirements, and seek return of FTA's written D.C. hand letters for Federal processing to assure timely grant funding so that the Wilshire/Painbow Station, Distribution connection, and Beverly/Painbow Distribution Station can open simultaneously as part of the initial MAS. Both these stations can provide substantial Park and Ride facilities on site that offer outstanding "Joint Development" opportunities. I have completed a revision of Preliminary Engineering drawings I will provide you for the Beverly/Painbow Station, and the envelope provides for all grant elements, including access and grant funds for the critically important revitalization of Wilshire corridor, from Beverly to Clifton, minor modifications will be required as a 2nd phase Distribution extension to serve West Hollywood will not be provided - most probably to a Beverly/San Vicente Distribution Station.

This Private Station initiative started with a written request to submit from the Administrator of Federal Transit. Thank you

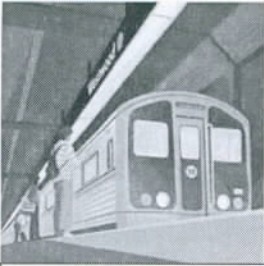
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David Mieger, Project Manager, Metro, One Gateway Plaza MS 99-22-5, Los Angeles, CA 90012



Metro CC Carol Enge, Chief Planning Officer, MPA; Susan Schmitt, Associate Administrator, FTA, Washington, DC; Thomas Jenkins, PE, Vice President, Project Manager, FTA; Eli Brand, Trustee, LACMA; Harold S. Benson; Paul Karpov (Artistic Director); Jackson Cantor, (Contracts, Historic Buildings); Zev Yaroslavsky, Director, MPA Board

25



WRITTEN COMMENT FORM FORMULARIO PARA COMENTARIOS

Name/Nombre: <u>Charles Folletta</u>	
Organization/ Organización:	
Address/Dirección: <u>901 3rd Street, # 406 -</u>	
Telephone/Teléfono: <u>310-395-8245.</u>	Fax: <u>Santa Monica - 90403.</u>
Email:	

- Meeting Venue: LACMA West Hollywood Beverly Hills
 Westwood Wilshire UMC Santa Monica

Comments/Comentarios:

Santa Monica desperately needs & wants the Wilshire subway - All the way to 4th Street. The subway is much preferred over the Expo line, phase 2. It serves many more people, jobs, etc. It is heavy rail, much faster than light rail, and there are almost no port construction environmental impacts. Build the subway to

Return comment form to (Favor de regresar formulario a):

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



Metro



25A

WRITTEN COMMENT FORM
FORMULARIO PARA COMENTARIOS



Name/Nombre

Organization/Organización

Address/Dirección

Telephone/Teléfono

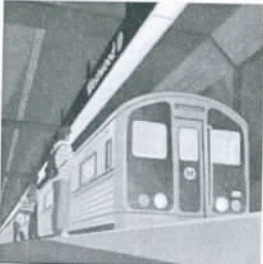
Email

Meeting/Vent

Comments/Comentarios

To Santa Monica.
to complete the
Funding (\$6.1 Billion)
I suggest this can
now be done by using
the measure R funds
(\$4.1 billion) and combine
it with the funds that
would be used for phase 2
of Expo line (\$2 billion) —
and we will have 100%
funding for the subway
all the way to
Santa Monica.





WRITTEN COMMENT FORM FORMULARIO PARA COMENTARIOS

Name/Nombre: Javier Hennigar

Organization/ Organización: _____

Address/Dirección: 458 20th Street, Santa Monica

Telephone/Teléfono: 310-395-1408 Fax: _____

Email: _____

- Meeting Venue: LACMA West Hollywood Beverly Hills
 Westwood Wilshire UMC Santa Monica

Comments/Comentarios:

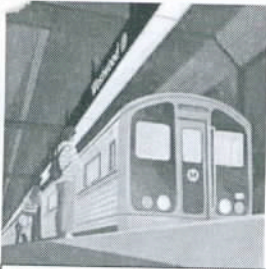
Santa Monica Needs the
Subway all the way to
4th Street.
We are \$2 billion for
Phase 2 of Expo line.
Combine it with the \$4.1 Billion
measure we will provide
and we will have the total
amount needed to build
Subway all the way to Santa Monica

Return comment form to (Favor de regresar formulario a):

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



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WRITTEN COMMENT FORM FORMULARIO PARA COMENTARIOS

Name/Nombre: <i>Patchur White</i>	
Organization/ Organización:	
Address/Dirección:	
Telephone/Teléfono:	Fax:
Email: <i>patchur_white@yahoo.com</i>	

- Meeting Venue: LACMA West Hollywood Beverly Hills
 Westwood Wilshire UMC Santa Monica

Comments/Comentarios:

the spirit of wilshire blvd in santa monica

seems very serene and pleasant

and maybe shouldn't subject

construction workers to the possible

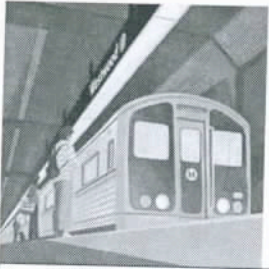
danger of installing

more subway ... !!! ???



Return comment form to (*Favor de regresar formulario a*):
David Mieger, Project Manager, Metro, One Gateway Plaza MS 99-22-5, Los Angeles, CA 90012

Metro



WRITTEN COMMENT FORM FORMULARIO PARA COMENTARIOS

Name/Nombre: Jayson Warsuma

Organization/ Organización:

Address/Dirección: 1284 N Havenhurst Dr West Hollywood

Telephone/Teléfono: _____ Fax: _____

Email: _____

- Meeting Venue: LACMA West Hollywood Beverly Hills
 Westwood Wilshire UMC Santa Monica

Comments/Comentarios:

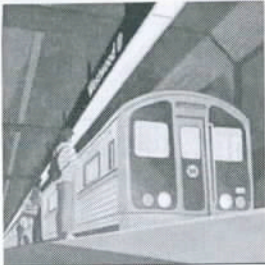
people in LA area need the
 subway. Because people work in low pay
 jobs. They need the subway real bad now.
 Mta New York subway reach the top of
 the building. I believe that Mta LACTA
 can eat the cake and ice cream.
 Mta LACTA is just eating Turkey
 sandwiches 24/7 many people would get
 bored eating the same thing 24/7.



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

Metro

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WRITTEN COMMENT FORM FORMULARIO PARA COMENTARIOS

Name/Nombre: Ken Alpern

Organization/ Organización: The Transit Coalition / CD11 Transportation Advisory Comm

Address/Dirección: 3222 Military Avenue, Los Angeles, CA 90034

Telephone/Teléfono: (310) 413-6136 Fax: (310) 231-7562

Email: SEALNBEAR@aol.com

- Meeting Venue: LACMA West Hollywood Beverly Hills Santa Monica
 Westwood Wilshire UMC

Comments/Comentarios:

① I favor MOS 3 on Wilshire to just west of 405 freeway before MOS 4 begins construction
(Wilshire/Bundy is best)

② MOS 4 is a great idea, and should be done in conjunction with planning for the north-south Crenshaw Corridor Project, because MOS 4 has both east-west and north-south components

③ MOS 3 "to the beach" is a project best diverted to other connecting projects
Is it "MOS 5"?

Kenneth J. Alpern

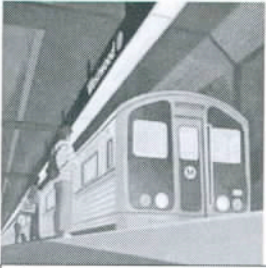
Return comment form to (Favor de regresar formulario a):

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



Metro

→ Sepulveda Blvd, Crenshaw Corridor
 → Expo Line connection
 (higher priorities)



WRITTEN COMMENT FORM FORMULARIO PARA COMENTARIOS

Name/Nombre: <i>Tom Pease</i>	
Organization/ Organización:	
Address/Dirección: <i>416 N. Maple Rd Rm C</i>	
Telephone/Teléfono: <i>310 257268</i>	Fax:
Email: <i>tmpease@yahoo.com</i>	

- Meeting Venue: LACMA West Hollywood Beverly Hills
 Westwood Wilshire UMC Santa Monica

Comments/Comentarios:

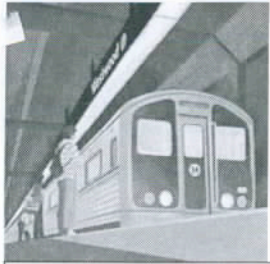
I wonder if the MTA had considered having the line skip North onto San Vicente + onto Burton Way through Beverly Hills? This would be less impactful on Fox Businesses, and there could be a stop at La Brea + SV (Beverly Center) and Santa Monica + Beverly where there's ample room for a stop



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

Metro

(31)



WRITTEN COMMENT FORM FORMULARIO PARA COMENTARIOS

Name/Nombre: MARTIN STRUDLER	
Organization/ Organización: WEST HOLLYWOOD WEST RESIDENTS ASSN.	
Address/Dirección: 403 WESTBOURNE DRIVE	
Telephone/Teléfono: 310-657-7868	Fax: SAME MSTRUDLER@AOL.COM
Email: MSTRUDLER@AOL.COM	

- Meeting Venue: LACMA West Hollywood Beverly Hills
 Westwood Wilshire UMC Santa Monica

Comments/Comentarios:
HISTORICALLY, LOCATION OF STATIONS HAVE CREATED
HUGE INCREASES IN CONSTRUCTION & DENSITY IN THE
SURROUNDING AREAS. (HOLLYWOOD/VINE; LANKERSHIM)
SO POSSIBLE LOCATIONS OF STATIONS IN WEST HOLLYWOOD
IS OF GREAT IMPORTANCE. ALSO - BEVERLY CENTER &
CEDAR SINAI ARE BUILT DIRECTLY ON TOP OF AN ACTIVE
FAULTLINE. LIQUIFACTION? WATER LEVEL PROBLEMS? ALSO
EXISTING SEWER, GAS, ELECTRIC, WATER LINES RELOCATION
A HUGE COST AT LACIENAGA (BEVERLY...) AND WOULD
TRANSFERS TO EXISTING BUS LINES BE FREE (AS IN N.Y.C.)?



Return comment form to (Favor de regresar formulario a):
 David Mieger, Project Manager, Metro, One Gateway Plaza MS 99-22-5, Los Angeles, CA 90012

Metro

Anthony Curzi
1234 Wilshire Boulevard, #433
Los Angeles, CA 90017

3A

April 15, 2009

David Mieger, AICP
Metro
1 Gateway Plaza, MS 99/2/5
Los Angeles, CA 90012

Dear Mr. Mieger,

I would like to applaud you and your staff for all the work performed so far toward the development of rail improvements for the Westside. The alternative analysis process yielded two options that, I believe, are excellent candidates for study in the Environmental Impact Report/Environmental Impact Statement (EIR/EIS).

Based upon the need for improved public transit not only along the Wilshire Boulevard corridor, but in West Hollywood and along La Cienega as well, I support the second option—Alternative 11. This alternative will provide for two subways, one along Wilshire from the current terminus of the Metro Purple Line to Santa Monica and one from Hollywood/Highland to Wilshire/La Cienega, where it would join the Wilshire subway. I believe this second “West Hollywood subway” will generate a good deal of ridership.

In particular, I would like to see the EIR/EIS study the possibility of a station at La Cienega and Melrose. A station at this location would serve the numerous residents and businesses in the neighborhood. Furthermore, Metro is studying placing a station somewhere near the Beverly Center shopping mall. I believe this station should be built in between Beverly Boulevard and Third Street with portals at both ends. This is possible because these two streets are relatively close together—about 900 feet. The distance between the northern and southern portals for the Metro Red and Purple Line Civic Center station, by comparison, is 750 feet. A direct access to the Beverly Center should also be examined.

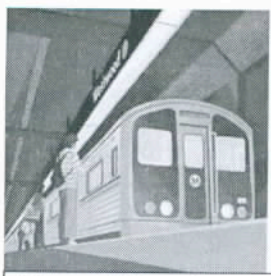
Metro should work proactively with the Cities of Los Angeles, West Hollywood, Beverly Hills, and Santa Monica toward establishing appropriate land use designations for the areas immediately on and adjacent to station locations. Furthermore, public/private partnerships for mixed-use, transit-oriented developments on station property should be utilized to the fullest extent.

Thank you for your continued work toward the realization of this critical transportation project for the Westside. I look forward to the release of the EIR/EIS.

Sincerely,



Anthony Curzi



WRITTEN COMMENT FORM FORMULARIO PARA COMENTARIOS

Name/Nombre: MARK R. JOHNSTON

Organization/ Organización: NARP, TRAC, PRS

Address/Dirección: 4185 Van Buren st, Chino, CA. 91710

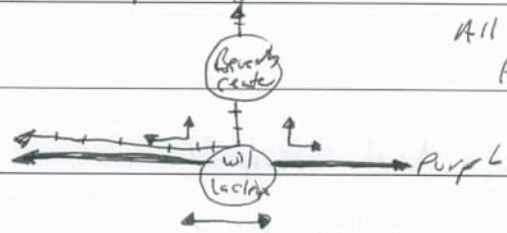
Telephone/Teléfono: 909-591-6691 Fax: _____

Email: Canammj@yahoo.com

- Meeting Venue: LACMA West Hollywood Beverly Hills
 Westwood Wilshire UMC Santa Monica

Comments/Comentarios:

① The West Hollywood Route, After leaving Beverly Center Station, must go to Wilshire/La Cienega Station, not by Passifit. You have the same 45 degree angle at Wilshire/Vermont, so why not here? As almost ~~mid~~-point on the route, it would feed East/West passenger onto north route to Beverly center, West Hollywood



All directions served. otherwise, passengers have to back-track from Wilshire/Beverly which is further away

② Take the Century City stop where the developer has offered to rough in a station. All t's & b's are good

③ Westwood/UCLA. Take the Locante/Westwood location much more user/pedestrian friendly. Walk south to the Village. Walk north into campus. Take Westwood/Wilshire Intersection is very pedestrian unfriendly = all cars and traffic



Return comment form to (Favor de regresar formulario a):
 David Mieger, Project Manager, Metro, One Gateway Plaza MS 99-22-5, Los Angeles, CA 90012

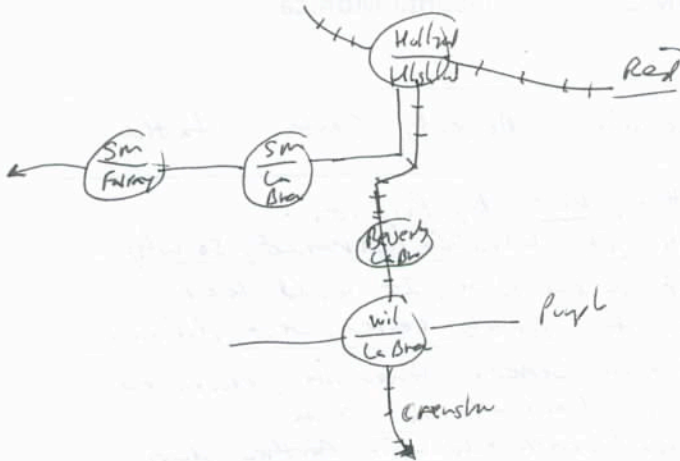
Metro

Over

33A

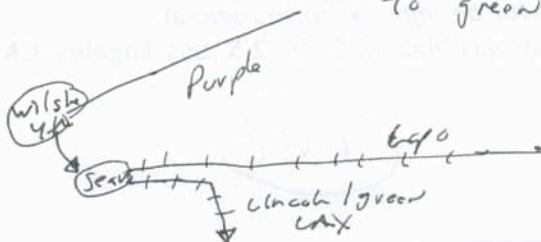
④ Wilshire/La Brea = make sure you build a station box (4 way) if the Crenshaw line comes up from the south and could possibly continue north to the Red Line

⑤ Prep / Rough-Id a potential Crenshaw line connection to the Red line at Hollywood / Highland. This creates a long north/south line (Crenshaw line) from Hollywood to LAX to Torrance (Some Day). Transfer at San Fernando Valley, Points Cal Access, Mid Wilshire, Palms, Crenshaw District, Inglewood, LAX & Torrance



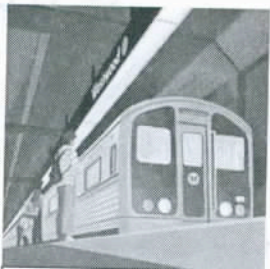
⑥ Must have a station near VA Hospital as future 4-way junction for some kind of future line along 405 from S.F. Valley to LAX Area. Limit parking - make a true transfer facility

⑦ In Santa Monica, line needs to turn after Wilshire/4th over to the Expo line terminus at Sears. Because if the green line ever comes up Lincoln from LAX, needs to be a connection - Riders from Purple line Palms, can make transfer to green and get to LAX.



✓ If Expo & green are above ground at Sears. Put Purple in Basement or better yet - continue purple down Lincoln to LAX!

Put the Tunnelling machines in the ground at Wilshire/Western, and don't have them come out until the ocean is reached. Take-Down & set up is expensive. Set up once and even if slow - go to ocean non-stop



WRITTEN COMMENT FORM FORMULARIO PARA COMENTARIOS

Name/Nombre: <i>Charles A Adelman</i>	
Organization/ Organización:	
Address/Dirección: <i>6146 Eleanor Ave #107 Los Angeles CA 90038</i>	
Telephone/Teléfono: <i>(323) 460-6982</i>	Fax:
Email:	

- Meeting Venue: LACMA West Hollywood Beverly Hills
 Westwood Wilshire UMC Santa Monica

Comments/Comentarios:

1) Wilshire/Crenshaw: While the area north of Wilshire Blvd. is very low density residential, this section of Wilshire Blvd is lined with 3 to 10 story buildings, (mostly office with a few residential) with a few empty lots. The area south of Wilshire, though, is zoned for 3-4 story residential. In the last five years, two 4 story and one 3 story Condo building have been built just on one block of Crenshaw just south of here. We can expect this area to grow in density over time. Also this is a major transfer point between Crenshaw buses and the Wilshire subway. It would be foolish not to put a station here.

2) Westwood: Eventually, (if not sooner) we will build a north/south rail line from the San Fernando Valley to the Southbay. The Westwood Station must be designed to connect with that line when built.

3) Beverly Center: There is a major oil production site slant drilled from behind Beverly

Return comment form to (*Favor de regresar formulario a*):

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



Metro

center on San Vicente Blvd. Also, a major storm drain, large enough to stand up in, runs under San Vicente, from the Hollywood Hills. It will be much easier to put the station under La Cienega Blvd. This will be a busy station.

4) Santa Monica/San Vicente: This is the best location to serve West Hollywood's Commercial Core, as well as the Pacific Design Center which is currently being expanded with a new office building. That big storm drain however, is still a problem.

5) Sunset/La Cienega: This is the heart of the highly congested Sunset Strip. The highrise offices, Hotels, restaurants, nightclubs and nearby housing (with more planned) desperately needs to be served by rail transit. There should be a station here.

6) Santa Monica/La Brea: There are currently at least five large mix use projects being proposed within five blocks of this site in the City of West Hollywood and two more in Los Angeles. This is in addition to at least five apartment or condo buildings that have been completed in this area since the 2000 - Census. This will be a very dense area in 20 years.

7) Hollywood/Highland and beyond: This is a major transfer point with the red line, a major destination and has a lot of housing under construction. This should not however be the end of the line. This line should continue north to Burbank.

A) Hollywood Bowl: A very busy station on show nights and a large Park and Ride lot during the daytime.

B) Burbank Media District: Many people from the West side work in the studios and highrise office buildings of this district. There is currently a 14 story building under construction at Bob Hope Dr and Alameda, with 3 more planned.

C) Down town Burbank: Retail, entertainment, dining, housing all within walking distance of the Metrolink/Amtrak station. This is a logical end of the line.

8) Construction Phasing: M.O.S.s are a big waste of time and money. No major transit system was ever built in 3 to 5 mile segments. It is much cheaper to build it all at once now, with borrowed money, then to build in short pay as you go segments. Economy of Scale brings your cost per mile down as manufacturers spread the costs of design and production set-up over more units produced and equipment is used longer at one site. It costs the same amount of money to build a tunneling machine regardless of how many miles you bore with it. Furthermore, most of your interest cost is offset by inflation.

①

Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Monday, April 13, 2009 4:47 PM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Tommy
lastName: Pedrini
organization:
emailAddress: chiriko@catsonmars.com
streetAddress: 1732 1/4 Kent St
city: Los Angeles
state: CA
zipCode: 90026
Date: Monday, April 13, 2009
Time: 04:46:39 PM

comments:

I am a big supporter of the Westside subway project, and am thrilled about the so-called "Pink Line" proposal. However, I want to share a few station options that I believe should be considered in the EIR/EIS:

- Through tracks should be constructed from Hollywood/Highland to run the Pink Line into the Red Line ROW. A transfer at Hollywood/Highland would be inconvenient. This alignment would also allow for a station at La Brea and Sunset, which would serve an entirely new community.

- Stations should exist at *both* Santa Monica and La Cienega and San Vicente and Santa Monica, with a third station in between -- on the Sunset Strip, via a tunnel under Holloway drive. This L-shaped detour would serve the extremely busy Sunset Strip and take drunk drivers off the road after dark. Travel time would hardly be impacted by this shift, but the potential benefits to the region as a whole should be studied.

- The eastern section of Wilshire Blvd in Westwood is home to a number of high-density residential developments and should have a station, even (or perhaps especially) if the line curves toward UCLA on its way west. This area is cumbersome to navigate on foot at best and should have a station.

- The VA Hospital is a highly transit-dependent destination and a station should be considered.

In each of these cases, impacts on travel time would be considerably outweighed by benefits to regional destinations and local communities.

I have made a Google map with the alignment I believe best suits the extension and would like you to consider it. We will only have one chance to serve this area for the next century, and we should do it right:

<http://maps.google.com/maps/ms?ie=UTF8&hl=en&msa=0&ll=34.060624,-118.392105&spn=0.109645,0.22316&t=h&z=13&msid=109053275372697771241.00046777e3482b4b71f7c>

thank you!

2

Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Monday, April 13, 2009 10:30 PM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Karen
lastName: Gardner
organization:
emailAddress: karengardner1955@yahoo.com
streetAddress: 5173 Hollywood Blvd #303
city: LOS ANGELES
state: Ca
zipCode: 90027
Date: Monday, April 13, 2009
Time: 10:30:11 PM

comments:

I went to the Westside Subway Extension meeting at the LACMA venue on Monday April 13th. There was a gentleman who spoke at the podium about the fact that when he rides the subway at 6:30 in the morning that there are hardly any people riding the subway. That there is no need for any subway along Wilshire. Now I feel as well as some of the people in the room felt that this is not the case. For me personally, I take the 720 to go to Santa Monica and it is always full. In the summertime it is much worse. When the weather is nice you have people wanting to go to the beach. Last summer I needed to go to Wilshire and Bundy on a Sunday afternoon. The 720 broke down near Wilshire and Crenshaw. Every 720 that came by after that was jam packed, the bus drivers wasn't and couldn't let people get on. There was one gentleman who needed to be at his job and the bus driver from the broken down 720 has to plead with one of the drivers of the over crowded bus to let this person board so that he could get to his job. It took me upwards to an hour before I could finally get on board a bus. However I was an hour late to my destination and missed my appointment. I wish I had a magic wand that I could use to make the Wilshire Subway Line appear tomorrow. That's how desperately the Wilshire Line is needed.

Kristine Grillo

From: Harwood, Alexander [AHarwood@calstate.edu]
Sent: Tuesday, April 14, 2009 8:02 AM
To: Westside Extension
Subject: comments regarding last nights' presentation

I am a home owner a few blocks north of Wilshire very near San Vicente.

I fully support Alt 11. I think Alt 1 is a fine place to start but it would be very disappointing if Cedar Sinai which is so important in regards to jobs and health care wasn't serviced by the subway. Alt 11 does that but also includes other areas of high density for living working and entertaining. Just think of how much easier Halloween and Gay pride would be if people could take a subway, even if they have to drive to a subway location.

I think that we should consider putting park and rides under the 10 near exits and having dash buses that run between those and the Wilshire subway and expo line.

Don't listen (I doubt you do) to the crazy guy or the monorail woman. We aren't Disney land and neither Seattle or Las Vegas or anyone else has succeeded with a monorail. As for the nutty guy saying that no one rides the subway now.... Ridership may not be as high as we like now but that is most likely due to the fact that the line stops at Western. If you have ever taken the rapid bus on Wilshire you will know that there is no room to stand let alone sit during rush hour. I take the bus from La Cienega to Beverly Hills occasionally and it is at capacity. I think another example of how popular and heavily used this would be is demonstrated by the success of the bus line in the SF Valley.

My main hope or desire is that we can fast track all of this! I want so badly to have this near my home and I want to be able to ride it.

Alex Harwood

4

Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Monday, April 13, 2009 3:33 PM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Valerie
lastName: Edwards
organization: MPD-LAUSD
emailAddress: valerie.edwards@lausd.net
streetAddress: 1055 West 7th St., 9th Floor
city: Los Angeles
state: CA
zipCode: 90017
Date: Monday, April 13, 2009
Time: 03:33:17 PM

comments:

As a long-time user and observer of public transportation in cities around the world, my experience has taught me that the most successful public transit systems include multiple connection points that enable riders to connect with routes both horizontally (latitude) and vertically (longitude). I strongly support Metro Purple Line Subway Extension via Wilshire Boulevard to Santa Monica plus Subway Extension from Metro Red Line Hollywood/Highland Station via Santa Monica Boulevard ("Wilshire/West Hollywood Subway" or Alternative 11) because it moves LA's system closer toward that connection ideal. Thank you!

5

Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Tuesday, April 14, 2009 12:30 PM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: JOHN
lastName: THOMPSEN
organization:
emailAddress: jthompson@sbcglobal.net
streetAddress: 600 S. Curson Ave., #437
city: Los Angeles
state: CA
zipCode: 90036
Date: Tuesday, April 14, 2009
Time: 12:30:00 PM

comments:

I attended last nights meeting at LACMA. I wish to comment on the MOS discussion. I really think you should look at building in just two segments - one from Western to Century City, the final one from Century City to Santa Monica. If the first MOS stops at Fairfax you will create a traffic nightmare.

6

Kristine Grillo

From: eric sievering [esievering@hotmail.com]
Sent: Tuesday, April 14, 2009 11:17 AM
To: Westside Extension
Subject: RE: Westside Subway Extension Mtg. Reminder and Additional Scoping Mtg.

Last night, I gave a comment about finishing the Subway one stop at a time.

I had one more thought along those lines, even if the overall project took longer to complete I would support opening the subway one stop at a time. For example, if say it was going to take 25 years total to complete every leg of the subway, and you could open up a leg say every 5-7 years, I would support a plan that would open up one subway stop say every two years even if the whole project took a little longer like 30 years to complete.

You mentioned in your presentation last night the need to gain public support. I believe you will lose public support if say the public is told eight years from today they will be able to step onto a subway that will take them, just a few stops west. Although I think if say three years from now the first stop going west were to open and every two years past that another one could open you would capture the public's interest more. I think you could even publicize when the next stop would open which could gain local support etc..... I think this method of building would also benefit the overall plan. It seems with such large plans like this, there is always something that slows the process down like some change to the plan last minute etc..etc... A good example would be the changes the expo line phase 1 now has to do before it opens. It looks like this will stop the expo line from opening on time. I think the smaller you can build and open this the more success you will have overall.

Much thanks

Eric Sievering

Rediscover Hotmail®: Get quick friend updates right in your inbox. [Check it out.](#)



Kristine Grillo

From: Litvak, Jody Feerst [Litvakj@metro.net]
Sent: Wednesday, April 15, 2009 7:47 AM
To: Clarissa Filgioun; Kristine Grillo
Cc: Mieger, David; Martin, Roger
Subject: Fw: Comments on Metro Westside Subway Extension Meeting at Plummer Park Weho

Please include in official scoping comments.

From: Ripaldi, Carl
To: Mieger, David; Litvak, Jody Feerst
Cc: Martin, Roger; Liban, Emmanuel
Sent: Wed Apr 15 07:36:29 2009
Subject: Comments on Metro Westside Subway Extension Meeting at Plummer Park Weho
Dear Dave and Jody:

I thought last night's meeting in Weho, Plummer Park Community Center went quite well. The presentations were good, the attendance was good and I thought there were a number of good comments too.

I wanted to provide you some comments that I thought should be considered as we go forward with the DEIR/DEIS.

Regarding the comments for a station at the Hollywood Bowl. I thought this was a good suggestion. As a resident of Hollywood living near the bowl, I have always wondered why Metro didn't have a Red Line Station at that venue. The potential of a new line from Hollywood through Weho would provide an opportunity to create one. It would do much to alleviate the tremendous traffic associated with Bowl events. I have heard that the seasonal aspects of the Bowl concerts was a reason to disregard the venue, however the tremendous parking availability at the Bowl would allow commuters to park and ride at this location right of the Hollywood Freeway during off season. Something to consider! Maybe parking for commuters and a station at the Bowl would alleviate the need to provide additional parking at Universal City.

Also living in Hollywood and spending a lot of time in Weho and the vicinity, I think this City and neighborhoods offer a vibrant, dynamic and growing area vs. parts of the Wilshire Corridor which are mature, older, less dynamic areas (not a lot of dynamism here except around the museum). Locations at La Cienega/ Sunset, and San Vicente draw lots of residents and tourists more so than some other areas along the Wilshire Corridor. I think that a subway in this area would receive very high participation from locals and tourists alike. This is a very dynamic, creative and desirable area to live and visit. There are tons of restaurants and clubs that draw evening crowds. A station at the Beverly Center would also have high demand. At the least, I would suggest that we complete the environmental clearance to include this area within the EIS/EIR process. It is highly likely that the ridership numbers will only improve within this corridor. If we can't build the subway here at this time, then allow it for future expansion. Also, the creation of a station at Metro's Division 7 would only increase the value of Metro's property for future joint development. I bet that parcel of land is the most valuable piece of real estate that Metro owns. Why not enhance its value and usage? This would be a real winner

Regarding the Crenshaw station, Jody mentioned that the neighborhood might not provide enough usage to justify a station here. I believe that the greatest usage of that station would be a transfer place for riders coming from the Crenshaw corridor line to transfer to the Purple line west. This would allow them to take the subway from the Aripport, Southbay areas to Beverly Center, Hollywood, Beverly Hills, Century City, Westwood. It would open up tremendous opportunities for work center development and public transit commuting So regardless of limited local usage, I believe that a high level of transfer traffic would justify the station. I understand that the current plans for the Crenshaw Corridor do not include a subway to Wilshire, but again that could be considered and built at a later time. Why not clear it now within the current EIS/EIR process?

Finally, I have to say that I was a bit offended by the designation of the Hollywood Weho subway as the "Pink" line, as mentioned and shown in the presentation graphics. I think a lot of gays will be offended by that designation. Whose idea was this? Very poor choice in my opinion! Such a designation is very stereotypical and not at all appropriate. Having participated in the presentation and talked to many of the participants, I didn't observe anyone who fit that stereotype. It is so inappropriate! The group was very diverse including young and old, married and single, straight and gay. It would be

7a

just as appropriate to call this line the "White Line" as almost every one in this areas is white!! However, I don't think Metro would do that for fear of offending Blacks and Latinos. Maybe this designation should be reconsidered.

Regards,

Carl

8

Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Tuesday, April 14, 2009 8:36 PM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Makan
lastName: Mohageg
organization:
emailAddress: makan.mohageg@gmail.com
streetAddress: 19200 Nordhoff Street #802
city: Northridge
state: CA
zipCode: 91324
Date: Tuesday, April 14, 2009
Time: 08:36:24 PM

comments:

Even as a Valley resident who works in Pasadena, I still see the benefit in extending the subway to Santa Monica. Please count me among the supporters of the proposed 'two-leg' extension through Miracle Mile and West Hollywood.

If the route along Westwood blvd is selected for build, I would like to see a stop added at the intersection of Santa Monica & Westwood Blvd. Thank you

9

Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Tuesday, April 14, 2009 8:34 PM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Johnn
lastName: Pulver
organization:
emailAddress: urgelwolf@yahoo.com
streetAddress: 1918 Karen St
city: Burbank
state: CA
zipCode: 91504
Date: Tuesday, April 14, 2009
Time: 08:34:14 PM

comments:

I would like to see a line from Hollywood/Highland to the ocean. I think it would add value to the community.

Thank you!

10

Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Tuesday, April 14, 2009 5:27 PM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Tyler
lastName: Bonstead
organization:
emailAddress: eltylor@gmail.com
streetAddress:
city:
state:
zipCode:
Date: Tuesday, April 14, 2009
Time: 05:27:17 PM

comments:

I would urge that you look at a phasing options in the Westwood area that would allow for a future extension of the Purple Line over the Sepulveda Pass. That alignment is identified as a future transit route in Measure R, and it looks like the Westside Subway Extension has a weak ridership base past the 405 towards Santa Monica. A turn north could connect to Sherman Oaks and the Orange Line, and would likely have a smaller incremental cost compared to light rail since an alignment along the 405 would be mostly grade-separated anyway. Perhaps a station at Westwood / LeConte (see below) could be designed so that it could turn southwest (Wilshire Corridor) or northwest (405 Corridor).

I would also urge that you go into the hearts of major activity centers as much as possible (UCLA and Century City), instead of staying out along Wilshire and Santa Monica Blvds. TBMs will likely have fairly similar tunneling costs under an existing street or under a new alignment (unless extensive underpinning is needed), as opposed to surface or aerial alignments that have large impacts if they follow new alignments and ROWs. With the routing flexibility offered by TBMs, stations should be located where demand is highest.

Great project! Thanks for giving me the chance to give my thoughts.

-Tyler Bonstead



Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Tuesday, April 14, 2009 3:50 PM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Michael
lastName: Klein
organization:
emailAddress: aq873@lafn.org
streetAddress: 12401 Wilshire Blvd., 2nd Floor
city: Los Angeles
state: CA
zipCode: 90025
Date: Tuesday, April 14, 2009
Time: 03:49:29 PM

comments:

Why not link the Santa Monica terminus of the subway to the Santa Monica terminus of the light rail?

That simple step would significantly multiply the utility of the whole system.

How so? Well, e.f., if I am at the Veteran's Administration Building in West La and want to get to Culver City by rail, I could take the subway to Santa Monica, transfer and go to Culver City.

Or, if I am at Wilshire and 20th Street, in Santa Monica, and I want to go to USC, I could ride to downtown Santa Monica, transfer and go direct.

In general, with a connection in downtown Santa Monica, each point along the light rail and subway would become accessible to each other point without having to first go to downtown Los Angeles.

Eventually, when we run another mass transit option to the airport down, e.g. Lincoln, this would complete the system.

It makes no sense to have the ends of the two lines (subway and light rail) separated by a mile or a half mile in downtown Santa Monica with no connection between them.

Thanks!!

Kristine Grillo

From: Litvak, Jody Feerst [Litvakj@metro.net]
Sent: Wednesday, April 15, 2009 3:49 PM
To: Clarissa Filgioun; Kristine Grillo
Subject: FW: Westside Subway Extension Project

Do we want to include this in the record or see if he makes it formal?

From: Litvak, Jody Feerst
Sent: Wednesday, April 15, 2009 3:47 PM
To: Monks, David; 'johnciacci@gmail.com'
Subject: RE: Westside Subway Extension Project

Mr. Ciacci:

Thanks for your interest in the Westside Subway Extension. Just by way of background, I want to make sure you know that before beginning the current Draft EIS/EIR, we completed an extensive Alternatives Analysis (AA) Study where we evaluated not only heavy rail subway but also light rail, bus rapid transit and monorail. For heavy rail we evaluated options for having it below ground (aka subway) and above ground. For light rail, we evaluated above, below and at street level. And, of course for monorail, we looked at above ground.

In short, we ruled out the light rail, bus rapid transit and monorail options, and all of the above ground options for 5 key reasons. As you know, this is a high demand corridor. The bus service on the Wilshire corridor today, without rail, is the highest anywhere in the country. There are upwards of 80,000 bus boardings/day. Only heavy rail has the person carrying capacity to meet the projected demand in this corridor. Secondly, we rejected all of the above ground options because of the already dense development here. They work in areas where streets are wider and there aren't buildings so close but would not work well here. While costs for tunneling are expensive, claims of cheaper construction for above ground options, including monorail, don't pan out in corridors as densely developed as this. In addition to construction of the actual line, you need to figure in costs for real estate and easements for station entrances, elevators, escalators, and ancillary facilities (power generation, etc.) that are otherwise included in below ground construction. In addition, any elevated structure would take out 2-3 lanes of traffic in order to accommodate the supports. The Westside Extension is supposed to provide new travel capacity and this seemed to counter that goal. Plus the costs of the required mitigation for the lost traffic capacity again make the costs higher than many people usually consider. Finally, Metro does not currently operate monorail technology. If we were to bring it in to this corridor, we would need to locate and acquire sufficient land for a maintenance facility for storage, maintenance and repair of the cars that would have to connect directly with the line. Based on the number of cars needed and the experience of other others around the world, that site would need to be 10-15 acres (I actually don't recall the exact number right now) and it would need to be on the Westside. Quite frankly, we have no idea where we could locate such a facility let alone what the cost would be or if we could get sufficient support for it.

Here is link to the presentation we gave the community last spring during the AA Study when we eliminated the "non-subway" modes. It has more information on all of this:
http://www.metro.net/projects_studies/westside/images/2008_0505_presentation.pdf

I invite you to review this information. If you still feel we should reconsider monorail for this corridor, please send us that request prior to May 7. We are currently in the "scoping period" for the EIS/EIR which is your opportunity to tell us what you want us to consider. While we welcome comments throughout the study, there has to be a deadline for scoping so we can get on with doing the work. Please go to the study web site (www.metro.net/westside) where you can find much more information from the now-completed AA, new information from the EIS/EIR underway, as well as how to contact us. At a minimum, please go to "Contact Us" at that site and fill out your information so we can keep you informed as the EIS/EIR progresses.

Thanks.

Jody Feerst Litvak
Regional Communications
Metro
1 Gateway Plaza
Los Angeles, CA 90012-2952
(213) 922-1240
LitvakJ@Metro.Net

From: Monks, David
Sent: Wednesday, April 15, 2009 11:52 AM
To: 'johnciacci@gmail.com'
Cc: Litvak, Jody Feerst
Subject: FW: Westside Subway Extension Project

Hi John –

I am forwarding your email to Jody Feerst Litvak who is the Community Relations Manager for the Westside Subway Extension project. She can respond to you inquiry.

Dave Monks
Metro Regional Communications
One Gateway Plaza, 99-8-2
Los Angeles, CA 90012
213-922-7456
monksd@metro.net

From: John ciacci [mailto:johnciacci@gmail.com]
Sent: Wednesday, April 15, 2009 5:52 AM
To: Monks, David
Subject: Westside Subway Extension Project

Dear Metro,

I have a question about the Westside Extension Project,

Why are they not considering a Monorail for Wilshire?

I've been reading a couple sites and it seems more profitable to build a monorail instead of ripping up the street and business closing.

Plus Monorails regularly operate at an amazing 99.9% reliability. No other form of transit can touch that number.

It seems to work for other cities!

http://latimesblogs.latimes.com/bottleneck/2007/05/monorail_to_the_1.html

<http://www.wilshiremonorail.com/Easy%20to%20Build.html>

<http://www.metrotransport.com.au/index.php>

<http://www.wilshiremonorail.com/The%20Wilshire%20Monorail%20Story.html>

<http://www.monorails.org/tmspages/MonoVs.html>

<http://www.wilshiremonorail.net/MonorailVsSubway.htm>

<http://www.monorails.org/tmspages/LA1963.html>

Sincerely,

John Ciacci
Metro Rider

Kristine Grillo

From: Andre Morimoto [andre.morimoto@gmail.com]
Sent: Thursday, April 16, 2009 10:19 AM
To: Westside Extension
Subject: Strong Support for Metro Purple Line to the 405 fwy

April 16, 2009

Mr. David Mieger, AICP
Metro
1 Gateway Plaza, MS 99/2/5
Los Angeles, CA 90012

Dear David,

I am a Los Angeles City Resident from the Harbor Gateway (405 fwy/Western area).
I presently work in Century City.
I read the scoping presentation for tonight's meeting in Beverly Hills and will attend.
Please include my comments in the draft/final E.I.R.
I supported and voted for Measure R.
I feel that this rail line will have a major impact on W-East traffic patterns thru the City of L.A.
In addition, I believe for the reasons stated below, the Purple Line will benefit So. Bay and LAX commuters.

After viewing the presentation, the MOS-1 to Fairfax might be the most realistic 1st segment of the subway extension.
However, if it is possible, I would like to see MOS-1 extended to include La Cienaga.
I also favor the West Hollywood segment to include a Beverly Center/Cedars Sinai station to be critical.
I am hoping a future Century City station will be either at the Westfield Mall or near the intersection of Avenue of the Stars & Constellation w/entrances that can be accessed to/from Century Park East, Century Park West, Santa Monica Blvd., and Olympic Blvd.

In addition, I'm hoping the M.T.A. can include feeder lines such as the Harbor Subdivision & Crenshaw lines sooner vs. later. Lets get Metrolink service on the Harbor Line to include LAX and get people from the So. Bay, LAX/tourists, Crenshaw corridor plugged in and see ridership grow.
I'm going on a tangent here, but, we need to get LAX linked with Union Station and the Purple Line will get visitors as well as locals to destinations in Beverly Hills/Century City and downtown L.A. and beyond w/o resorting to using a car.
Good luck and I will be staying in touch as this is my generation's legacy to our children/grandchildren.
Thank you.

Regards,

Andre Morimoto

Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Thursday, April 16, 2009 7:32 AM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: william
lastName: robertson
organization:
emailAddress: WHROBERTSN@GMAIL.COM
streetAddress:
city: stevenson ranch
state: ca
zipCode: 91381
Date: Thursday, April 16, 2009
Time: 07:31:44 AM

comments:

I am writing to support the extension of the Purple line to Santa Monica. I currently ride a train to Union Station, then transfer to the red/purple line, then transfer to a bus to reach my appointments on the Westside. This is often an impractical arrangement leading me to cancel or postpone business in that area. A single subway line all the way to the Wilshire/Fairfax area would greatly improve my ability to conduct business on the Westside.

15

Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Wednesday, April 15, 2009 4:11 PM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Connie
lastName: Elliot
organization:
emailAddress: biffconnie@earthlink.net
streetAddress: 4061 Cartwright Ave.
city: Studio City
state: CA
zipCode: 91604
Date: Wednesday, April 15, 2009
Time: 04:10:38 PM

comments:

Please put me on the mailing list for this project. I live near the Universal MTA station and would like any study to include how much the demand for parking will increase at the Universal station when these lines are added to the MetroRail system. There is a proposed project on the site of the station, and the MTA needs to take new lines into account when planning any project at this on this property.

Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Wednesday, April 15, 2009 4:11 PM
To: Westside Extension
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firstName: Connie
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Time: 04:10:38 PM

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16

Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Friday, April 17, 2009 8:49 AM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Greg
lastName: Kay
organization:
emailAddress: gkay@usc.edu
streetAddress:
city:
state:
zipCode: 90020
Date: Friday, April 17, 2009
Time: 08:48:45 AM

comments:

I want to voice my support for the Westside subway extension. The Wilshire segment should be given priority, though the WeHo spur is also important.

Metro should study double tracking to allow for express trains to reduce the travel time on what will be an extremely long route.

Also, Metro should strongly consider building parking with at least some of the stations to encourage ridership from people who do not live close enough to walk to the stations and would not consider taking the bus. The parking, however, should not be free. To encourage commuters, Metro should offer monthly (not just daily) parking rates.

Metro should also consider station portal design/location to maximize the use of the station parcels for later private development where the stations are located. For example, no mid-block entrances like at Wilshire/Vermont where the use of the parcel was severely restricted.

Metro should also consider having multiple entrances (at different sides of intersections) to the stations to make the stations more easily accessible.

17

Kristine Grillo

From: Campbell, Eric@DSS [Ecampbel@dss.ca.gov]
Sent: Thursday, April 16, 2009 1:10 PM
To: Westside Extension
Subject: Proposed Routes

In studying the proposed map online; I propose the following for your consideration.

The Purple Line should continue to go down Wilshire Blvd to Santa Monica with a transfer station stop to the Red Line Extension @ Wilshire/Santa Monica.

A Red Line Extension from Hollywood/Highland to Wilshire/Santa Monica Blvd transfer station to the Purple Line.

The Expo Line Extension should extend all the way out to Olympic, and then go down Olympic into Santa Monica.

Sincerely,

C. Eric Campbell

Disability Evaluation - Analyst

California Department of Social Services

Disability Determination Services Division - State Programs

213-480-6482 phone

800-900-3834 fax

Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Thursday, April 16, 2009 12:01 PM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Brandon
lastName: Barr
organization:
emailAddress: bb021080@aol.com
streetAddress:
city:
state:
zipCode:
Date: Thursday, April 16, 2009
Time: 12:00:42 PM

comments:

Please build this so we can compete with other world cities.

Why is LA so different? All these cities: Beverly Hills and etc complain about having a subway in their "suburban" city but when in fact, they are in the city.

The city to me that resembles Manhattan NYC would most likely be downtown to Santa Monica.

Please build this for our beautiful city.

19

Kristine Grillo

From: mary mccullough [mzmccullough@yahoo.com]
Sent: Monday, April 20, 2009 8:10 AM
To: Westside Extension
Subject: Yes on Westside subway extension

To Whom it Concerns,

I just heard of the public meeting tonight regarding the extension of the metro line to the west side. I want to voice my opinion about this.

Since Santa Monica has become one of the largest employers in the LA area, the commuting traffic, congested local streets and parking issues have increased. This impacts the infrastructure of Los Angeles to an exponentially increasing degree. I want to express my support of the extension of the metro to the west side. I commute from Silverlake to Santa Monica where I work at UCLA Medical Center. I have often thought of moving to the west side to reduce my impact on the roads, on the environment and to my pocket book (gas and car repairs) in order to keep working at UCLA. To change my employer, especially in these times, is not a good option. However, my daughter attends an excellent school locally and I do not wish to move her out of it. This leaves me with no option but to commute.

I've tried taking the bus (2 hours one way and not reliable at that) but it is too unsettling to risk not being able to make it back to the east side in time to pick up my daughter from school. I've tried biking, but the streets are dangerous during rush hour. I've tried carpooling but can't find a suitable match. I am at a loss, as are hundreds of others, and must follow the only path available: the clogged and broken city streets and highways.

I urge you to please move forward in approving and implementing the metro line extension. Los Angeles is reaching its capacity in terms of how much automobile impact it can handle during rush hours.

Thank you,
Mary McCullough

20

Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Sunday, April 19, 2009 12:09 AM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Mark
lastName: Shickler
organization:
emailAddress: mshickler@yahoo.com
streetAddress: 1218 9th Street #9
city: Santa Monica
state: CA
zipCode: 90401
Date: Sunday, April 19, 2009
Time: 12:09:06 AM

comments:

For the Westside Subway Extension, I was very happy to see the two build alternatives from the Alternative Analysis Study. I would love to see both the extension to Santa Monica and the connection from Hollywood/Highland. I have three comments.

- 1) Getting the line all the way to Santa Monica should take priority over the Hollywood/Highland connection given how busy Wilshire is along the whole stretch between the ocean and downtown and that the red and purple lines are already connected.
- 2) While a station at 4th and Wilshire makes perfect sense to me, I do not think it should be the terminus. The line should head South from there with a terminus station at 4th and Colorado to link up the the Expo line terminus, just under 2/3'rd mile from 4th/Wilshire. Wilshire Blvd and the planned Expo line become further apart as one heads East, so it seems quite feasible that riders would take one and transfer to the other to get to their desination - I certainly would. Also, it would make sense in the future that the Expo would veer South eventually going down Lincoln to LAX and connecting to the Green Line. This would make having a 4th/Colorado Purple Line terminus even more valuable.
3. The map shows stations at 4th/Wilshire, 16th/Wilshire, and 26th/Wilshire. 4th and 26th seem quite logical, but 14th seems more logical to me than 16th. The stretch of Wilshire between Lincoln and 15th has a good amount of foot traffic with all the businesses, but it lessens East of 15th. 14th is always quite a busy intersection and is a current Metro Rapid 720 stop, along with 4th and 26th.

21

Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Saturday, April 18, 2009 11:42 PM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Anthony
lastName: Hall
organization: UCLA Physics Dept.
emailAddress: anthall@physics.ucla.edu
streetAddress:
city:
state:
zipCode:
Date: Saturday, April 18, 2009
Time: 11:41:59 PM

comments:

I am writing in favor of the proposed Westside Subway Extension passing through Westwood. A subway line connecting Santa Monica, Westwood, and Hollywood would have many riders who are commuting students. Also, businesses would likely see increased patronage from UCLA students because of the proposed route.

22

Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Saturday, April 18, 2009 11:20 AM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Dennis
lastName: Takeda
organization: Los Angeles 90046 resident
emailAddress: dkttakeda@sbcglobal.net
streetAddress: 7949 Selma Avenue, #7
city: Los Angeles
state: CA
zipCode: 90046
Date: Saturday, April 18, 2009
Time: 11:20:11 AM

comments:

I attended the meeting at Plummer Park on 4/14/09 and you have my 100% support. Here are my comments and thoughts:

1. #11 is a very important connection from the SF Valley to Hollywood, W. Hollywood to Wilshire Blvd.
 2. W. Hollywood station should be at San Vicente not La Cienega/Santa Monica Blvd intersection. San Vicente would be at the center of W. Hollywood.
 3. Beverly Center area station is important either at Beverly Blvd or 3rd St to serve Beverly Ctr and Cedars Sinai.
 4. Wilshire/La Cienega on the purple line should be a transfer station so riders could travel east and west along Wilshire from #11.
 5. #11 should eventually extend south on La Cienega to connect to the Expo Line.
 6. Purple Line Century City station should be midway between Santa Monica Blvd and Constellation. Could be part of the expansion of the Century City Shopping Ctr and the new proposed Westfield high rise buildings.
 7. UCLA station should be on Wilshire Blvd to serve UCLA students and the workers in all the high rise office buildings and condo towers on Wilshire.
 8. Station at the westside of the 405 Fwy should be planned for a future transfer station to connect with the eventual 405 Fwy line.
 9. Wilshire/Bundy station will be more heavily used in the near future than a station in the VA grounds next to the 405 Fwy.
 10. Parking at stations should not be large permanent structures except at key stations at either end of the lines. We must use a 21st century thinking in which the use of cars will be minimized. People should take buses to get to the subways. The overall system will become more developed as time goes on with more subways and rail lines, much like our developed freeway system.
- In the near future, the subway and rail system will not serve everyone conveniently, but we must start somewhere and keep working to the distant future.

(23)

Kristine Grillo

From: Alek F [alek3000@sbcglobal.net]
Sent: Saturday, April 18, 2009 10:05 AM
To: Westside Extension
Cc: MTA - David Mieger
Subject: Re: Westside Subway Extension study

Good morning, Mr. Mieger / to whom it may concern.
I was happy to attend yet another Westside Corridor Study meeting last Tuesday, and it was great seeing you again!

I am thrilled to witness a vast majority of people supporting **Alternative 11**, which should send a strong message - to MTA and its Board, to our City leaders, and to our Legislature - that people need both lines to be built, namely - the **Wilshire Blvd** corridor, as well as **Santa Monica Blvd** corridor.

First, as already mentioned, I strongly urge to push for **Alternative 11**, as we urgently need - BOTH lines to be built, not just Wilshire Blvd line. As mentioned earlier, Hollywood/Highland is one of the densest and busiest areas in the whole city, and is similar to areas of Manhattan in its density, population, pedestrian traffic, and mass transit demand, thus a new connection to the west is as crucial as the existing connection to the east.

Second, both lines should proceed to City of Santa Monica, rather than terminating half-way. Direct, non-stop route all the way to the beach will ensure great connectivity, will improve overall mobility, and ultimately - will boost our economy, by enabling people to access their homes and jobs via Subway!

and -
Third, here are the suggested stations for both lines.

WILSHIRE BLVD / PURPLE LINE Subway

- 1) Wilshire / Crenshaw
- 2) Wilshire / La Brea
- 3) Wilshire / Fairfax
- 4) Wilshire / La Cienega
- 5) Wilshire / Robertson
- 6) Wilshire / Beverly Dr.
- 7) Wilshire / Santa Monica Blvd (x-fer to proposed Santa Monica Blvd line)
- 8) Century City
- 9) Westwood / UCLA
- 10) Wilshire / VA Hospital
- 11) Wilshire / Bundy
- 12) Wilshire / 18th, UCLA Medical Ctr
- 13) Wilshire / 4th, terminal station.

SANTA MONICA BLVD / MAROON LINE Subway:

- 1) Hollywood / Highland (x-fer to existing Red line)
 - 2) Santa Monica Bl / La Brea
 - 3) Santa Monica Bl / Fairfax
 - 4) Santa Monica Bl / La Cienega (maybe a few blocks east, e.g. Kings Rd)
 - 5) Santa Monica Bl / San Vicente, Pacific Design Ctr
 - 6) Cedars-Sinai Medical Ctr / Beverly Ctr
 - 7) Beverly Hills Civic Center / Library
 - 8) Santa Monica Bl / Wilshire Bl (x-fer to future Purple line)
- Continuation of line - per Purple line stops (see above)

Thank you so much for your review of this critical matter.

I strongly believe Alternative 11 will pass,

and both subway corridors - **Wilshire Blvd**, and **Santa Monica Blvd** - will be built simultaneously, and in a timely manner.

Yours truly,

Alexander Friedman

24

Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Friday, April 17, 2009 4:47 PM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Andre
lastName: Morimoto
organization:
emailAddress: andre.morimoto@gmail.com
streetAddress:
city:
state:
zipCode:
Date: Friday, April 17, 2009
Time: 04:47:26 PM

comments:

Hi. I would like to add to my comments made via email and at the scoping meeting in Beverly Hills. I would prefer a future UCLA stop to be near campus (LeConte & Westwood) vs. Wilshire and Westwood. Lastly, would it be possible to extend the purple line south from either Wilshire/Bundy or Wilshire/Barrington to the Expo Line at Bundy? Thereby, making the West terminus of the Purple Line at either Wilshire/Bundy or Wilshire/Barrington.
Thank you for your hard work.

Regards,

Andre Morimoto

25

Kristine Grillo

From: rayinla@aol.com
Sent: Friday, April 17, 2009 1:45 PM
To: Westside Extension
Subject: Public Scoping Meeting Comments

Thank you for the opportunity to comment. My comments are divided into two categories: funding and station design & placement.

Funding

I have not seen this discussed anywhere else, so I would like to suggest Metro investigate the feasibility of including the Westside Subway Extension in a "Carbon Offset" program, auctioning off credits for the greenhouse gases saved by attracting thousands of drivers out of their individual cars and onto public transit.

Increase farebox recovery by charging a "zoned" fare. It makes no sense to charge the same fare for a one-mile ride as ten-mile ride, whether that ride is "one-seat" or not. The TAP card should easily facilitate this.

Station Design & Placement

The single "plaza-type" entrance needs to be abandoned. All future stations should have multiple entrances where feasible (the exemplary model being the 7th St/Metro station with entrances on three different streets) and the distance from the entrance to the station platform needs to be greatly reduced (the most egregious example being the Hollywood/Vine station). While our stations are necessarily deep there is no reasonable justification for forcing the commuter to hike long distances from the street to the station platform.

Platforms need to be designed to accommodate large numbers of passengers: i.e., the platforms need to be wider (the platforms at the 7th St/Metro station are positively claustrophobic) and they need to be designed with more stairs and escalators (as anyone who has tried to navigate the entrance to the North Hollywood station during rush hour can testify). Quite frankly, I don't see how many of the existing stations will be able to accommodate a dramatic increase in passengers.

My remaining comments are specific to the proposed stations under review:

1. Century City Station - As a commuter who takes Metro 728 Rapid from my home in mid-City to Century City every weekday, in my opinion the most useful location for the Century City station is at the intersection of Constellation Blvd and Avenue of the Stars. That location is centrally located to all of the major office buildings in the area as well as the Westfield Century City Shopping Center and would provide an easy interchange with Metro lines 28, Rapid 728, 16, future Rapid 716, Culver City line 3 and Big Blue Bus line 5. If it is desirable to provide a connection to Metro lines 4 and 704, those lines can either be rerouted off Santa Monica Blvd to Constellation or an underground pedestrian connection could be built between Constellation and Santa Monica. The Constellation Blvd alignment also puts the subway closer to the 20th Century Fox Film Studios (via the Fox Plaza tower on Avenue of the Stars) as well as the many condominiums bounded by Pico Blvd, Olympic Blvd, Avenue of the Stars and Century Park East. There is NO residential or commercial development north of Santa Monica Blvd at Avenue of the Stars, only a golf course.

2. Crenshaw Station - Crenshaw and Wilshire Boulevard is NOT a good location for a subway station. Not only is there opposition from the single-family homeowners north of Wilshire Blvd, there are no significant residential or commercial density near the proposed station. Furthermore, Crenshaw/Wilshire is much too close to the Western/Wilshire station, located only six blocks to the east. As it is now, one can stand on the platform of the Western/Wilshire station and see the train sitting in the Wilshire/Normandie Station (also six blocks away). There is no compelling reason (that I can see) to locate stations so close together, as it adds significant time to the journey. If it is deemed necessary to include an interim station between Wilshire/Western and Wilshire/La Brea, I would nominate Wilshire/Rimpau as all four corners are developed with significant commercial buildings.
3. La Cienega Station - It is my belief (and hope) that after thorough study during the EIS/EIR process, there will be a realization that should Alternative #11 be included in the final LPA, the Wilshire/La Cienega station should be built as a TRANSFER station between the West Hollywood and Wilshire subway lines and not a branch station, preserving the option to eventually continue the West Hollywood portion south to connect with the Expo Line.
4. Westwood Station - Like the Wilshire/La Cienega station, a Wilshire/Westwood station needs to be designed in such a way that preserves a future connection to the San Fernando Valley, i.e. (1) as a transfer station to a separate north / south line; or (2) a branch line off the westward bound tunnel; or (3) a diversion from the current proposal to extend the line west of the 405 and continuing directly under the mountains to Van Nuys Blvd or Sepulveda Blvd and connecting to the Orange Line and/or Van Nuys Metrolink station. A transfer station would also preserve the possibility of continuing such a "Sepulveda Pass" line south to LAX.

Thank you.

Ray Simmons
(213) 304-9123

26

Kristine Grillo

From: Litvak, Jody Feerst [Litvakj@metro.net]
Sent: Monday, April 20, 2009 1:41 PM
To: Kristine Grillo; Clarissa Filgioun
Subject: FW: I have a question/comment about the Westside Extension Transit Corridor Study

This looks like an official comment. Did he attend the agency briefing?

From: webmasters@metro.net [mailto:webmasters@metro.net]
Sent: Monday, April 20, 2009 11:34 AM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Jon
lastName: Umeda
organization: LA County Fire Dept.
emailAddress: jumeda@fire.lacounty.gov
streetAddress: 1320 N. Eastern Ave.
city: Los Angeles
state: CA
zipCode: 90063
Date: Monday, April 20, 2009
Time: 11:33:55 AM

comments:

I would like to comment on the alternatives on behalf of the Los Angeles County Fire Department. Based on the two light-rail alternatives left for consideration, we prefer the Wilshire subway over the Wilshire/Santa Monica alternatives. This is based solely on how the construction phase of the Wilshire/Santa Monica subway will affect the routing and response time for the Fire Stations 7 and 8, which operate in the City of West Hollywood. Concerns include the availability of water provided by the hydrants. If construction cuts off water, another hydrant will need to be installed to ensure availability of water at all times. Also, during construction, there will be a need for emergency vehicles to enter the far side of the street so response times will not suffer. Finally, rail transit will result in 100 to 200 people congregating at stations and near the general vicinity. Inevitably, this increase of commuter services, in general, will cause an increase in emergency incidences, affecting all nearby fire stations.

27

Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Tuesday, April 21, 2009 8:40 AM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Elizabeth
lastName: Voosen
organization:
emailAddress: merika@earthlink.net
streetAddress: 1627 N Sierra Bonita
city: Los Angeles
state: CA
zipCode: 90046
Date: Tuesday, April 21, 2009
Time: 08:40:30 AM

comments:

I live in Los Angeles and REALLY WANT the Metro Purple Line Subway Extension via Wilshire Boulevard to Santa Monica plus Subway Extension from Metro Red Line Hollywood/Highland Station via Santa Monica Boulevard.

Finally, a less-trafficky way to get to the Westside!!!

28

Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Tuesday, April 21, 2009 8:27 AM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Fred
lastName: Anawalt
organization:
emailAddress: fanawalt@mac.com
streetAddress: 1601 N. Genesee
city: Los Angeles
state: CA
zipCode: 90046
Date: Tuesday, April 21, 2009
Time: 08:26:51 AM

comments:

Metro Purple Line Subway Extension via Wilshire Boulevard to Santa Monica plus Subway Extension from Metro Red Line Hollywood/Highland Station via Santa Monica Boulevard.

29

Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Tuesday, April 21, 2009 8:03 AM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Hannah
lastName: Brumer
organization: Sunset Square neighborhood
emailAddress: rphannah@mindspring.com
streetAddress:
city: Los Angeles
state: CA
zipCode: 90046
Date: Tuesday, April 21, 2009
Time: 08:03:29 AM

comments:

I to support the "Metro Purple Line Subway Extension via Wilshire Boulevard to Santa Monica plus Subway Extension from Metro Red Line Hollywood/Highland Station via Santa Monica Boulevard." Have a great day.

30

Kristine Grillo

From: Pamela Bothwell [pbothwel@pacbell.net]
Sent: Tuesday, April 21, 2009 7:30 AM
To: Westside Extension
Subject: Purple Line With Extension from Red Line

I am writing to express my strong support for the Metro Purple Line Subway Extension via Wilshire Boulevard to Santa Monica plus Subway Extension from Metro Red Line Hollywood/Highland Station via Santa Monica Boulevard.

The extension from Hollywood/Highland would greatly reduce automobile traffic from the San Fernando Valley to Santa Monica, and it would make travel by public transportation from my neighborhood much easier.

I urge you to build the Purple Line with the extension from Hollywood/Highland Red Line.

Thank you,
Pamela Bothwell
1522 N. Fairfax Ave.
Los Angeles, CA 90046
(323) 874-1745

(3)

Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Monday, April 20, 2009 11:13 PM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Richard
lastName: Jacobs
organization:
emailAddress: rick@richarddjacobs.com
streetAddress:
city: Los Angeles
state: CA
zipCode: 90046
Date: Monday, April 20, 2009
Time: 11:12:44 PM

comments:

I strongly support the route that extends the metro from Hollywood and Highland via Santa Monica Boulevard with stops at La Brea and Fairfax.

Rick Jacobs.

32

Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Monday, April 20, 2009 10:55 PM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Norbert
lastName: Weinberg
organization:
emailAddress: norofra@sbcglobal.net
streetAddress: 1518 N. Oraneg Grove Ave
city: Los Angeles
state: CA
zipCode: 90046
Date: Monday, April 20, 2009
Time: 10:54:44 PM

comments:

We give our support to the Metro Purple Line Subway Extension via Wilshire Boulevard to Santa Monica plus Subway Extension from Metro Red Line Hollywood/Highland Station via Santa Monica Boulevard.

33

Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Monday, April 20, 2009 10:35 PM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Kevin
lastName: Batten
organization:
emailAddress: kevin@superfad.com
streetAddress: 1545 N. Orange Grove Ave
city: Los Angeles
state: CA
zipCode: 90046
Date: Monday, April 20, 2009
Time: 10:35:19 PM

comments:

i fully support and am hopeful of the Metro Purple Line Subway Extension via Wilshire Boulevard to Santa Monica plus Subway Extension from Metro Red Line Hollywood/Highland Station via Santa Monica Boulevard.

34

Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Monday, April 20, 2009 10:35 PM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Charlie
lastName: McBrearty
organization:
emailAddress: shortlist@mac.com
streetAddress: 1545 N. Orange Grove Ave
city: Los Angeles
state: CA
zipCode: 90046
Date: Monday, April 20, 2009
Time: 10:34:50 PM

comments:

i fully support and am hopeful of the Metro Purple Line Subway Extension via Wilshire Boulevard to Santa Monica plus Subway Extension from Metro Red Line Hollywood/Highland Station via Santa Monica Boulevard.

Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Monday, April 20, 2009 9:35 PM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Courtney
lastName: Small
organization:
emailAddress: courtsmall@sbcglobal.net
streetAddress: 7664 Hollywood Blvd
city: Los Angeles
state: CA
zipCode: 90046
Date: Monday, April 20, 2009
Time: 09:35:10 PM

comments:

I wholeheartedly support the Metro Purple Line Subway Extension via Wilshire Boulevard to Santa Monica plus Subway Extension from Metro Red Line Hollywood/Highland Station via Santa Monica Boulevard. I would love to be walking distance to fast public transportation to the westside without using my car.

36

Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Monday, April 20, 2009 9:25 PM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Suzanne
lastName: Gelbart
organization: Sunset Square
emailAddress: galaxyg@mac.com
streetAddress: 1548 N. Orange Grove Ave.
city: Los Angeles
state: CA
zipCode: 90046
Date: Monday, April 20, 2009
Time: 09:25:22 PM

comments:

I am very interested in the metro extension and would like to be informed about all of the possibilities, especially those concerning stops along Santa Monica Blvd and Highland and Fairfax.

I think those would be a wonderful and useful addition to our neighborhood.

37

Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Monday, April 20, 2009 9:01 PM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Gillian
lastName: Smith
organization:
emailAddress: gilliansmith2@netscape.net
streetAddress:
city:
state:
zipCode:
Date: Monday, April 20, 2009
Time: 09:01:10 PM

comments:

I would be much more in favor of extending the Hollywood and Highland Metro to Santa Monica Boulevard.

38

Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Monday, April 20, 2009 7:42 PM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Cheryl
lastName: holland
organization: Sunset Square Neigh Org & Hollywood Hills Neigh Council
emailAddress: hollandc@aol.com
streetAddress: 1525 N. Ogden Drive
city: Los Angeles
state: CA
zipCode: 90046
Date: Monday, April 20, 2009
Time: 07:41:51 PM

comments:

I strongly urge Metro to choose the Hollywood/Highland extension down to Santa Monica Blvd! I represent my neighborhood Org, Sunset Square, in voicing this choice. If you build it, we will ride it. Also, we need to have bikes allowed on metro at all times.

Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Monday, April 20, 2009 7:34 PM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Jeanne
lastName: Manos
organization:
emailAddress: JeanManos@aol.com
streetAddress: 1636 N Vista Street
city: Los Angeles
state: CA
zipCode: 90046
Date: Monday, April 20, 2009
Time: 07:34:10 PM

comments:

I would like to express my support for the Metro Purple Line Subway Extension via Wilshire Boulevard to Santa Monica plus Subway Extension from Metro Red Line Hollywood/Highland Station via Santa Monica Boulevard. I would regularly use the Metro to travel to Santa Monica, if it were available.
Thank you, Jeanne Manos

40

Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Monday, April 20, 2009 7:25 PM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Eric
lastName: Carr
organization: Sunset Square
emailAddress: eric.carr@focusfeatures.com
streetAddress: 1533 N Vista Street
city: Los Angeles
state: CA
zipCode: 90046
Date: Monday, April 20, 2009
Time: 07:24:52 PM

comments:

I am writing to support the Metro Purple Line Subway Extension via Wilshire Boulevard to Santa Monica plus Subway Extension from Metro Red Line Hollywood/Highland Station via Santa Monica Boulevard.

We desperately need more public transportation option in Los Angeles and I know this from all of the traffic in our neighborhood. Please extend the Hollywood and Highland stop to Santa Monica Blvd.

Thanks.

Eric Carr
1533 N Vista Street
Los Angeles, CA 90046

41

Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Monday, April 20, 2009 6:08 PM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Felix
lastName: Schweizer
organization:
emailAddress: felixs@ucla.edu
streetAddress: 10610 Rochester Ave
city: Los Angeles
state: CA
zipCode: 90024
Date: Monday, April 20, 2009
Time: 06:08:03 PM

comments:

My wife and myself just moved from the Robertson/Venice area to Westwood and one thing we were unhappy about was the loss of easy access to the upcoming Expo-Line. I know that the Wilshire metro is in the far distance, but I was not aware that it might happen in our lifetime. As a new homeowner in an impacted area I am THRILLED! Not at the prospect of construction, but at the prospect of having the project completed! Please do add me to the emailing list and to the "ardent supporters of this effort" list!
Felix Schweizer

42

Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Monday, April 20, 2009 5:54 PM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: PHILIP
lastName: NURENBERG
organization: DISABLED BUS AND SUBWAY RIDER
emailAddress: pnurenberg@yahoo.com
streetAddress:
city:
state:
zipCode:
Date: Monday, April 20, 2009
Time: 05:53:36 PM

comments:

I am writing to suggest that requiring the disabled and elderly passengers to EXCLUSIVELY swich to monthly TAP cards rather than as an option for those who can handle packages and bags and aim a Tap card correctly at same time.

I'm not saying the Tap Card should not be available for those disabled and elderly with packages who want to use it--but to not discontinue the visual only ID and sticker. Have you polled the elderly and disabled passengers about how they feel about using the Tap card? And they should be called the 'Press' Cards and NOT Tap cards by the way since they only work when pressed flat and NOT if tapped. So for wheelchair bound passengers and mothers carrying children and folding baby carriages--I think the visual ID option should also be available to those who need it. Thank you. Phil Nurenberg

Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Monday, April 20, 2009 5:45 PM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: PHILIP
lastName: NURENBERG
organization: DISABLED BUS AND SUBWAY RIDER
emailAddress: pnurenberg@yahoo.com
streetAddress:
city:
state:
zipCode:
Date: Monday, April 20, 2009
Time: 05:45:13 PM

comments:

Dear MTA and Metro.net:

I am writing in strong favor of extending the subway from downtown to the sea and well as to Sherman Oaks. Yes, buses need to continue to supplement this service and if money is limited it is still better to extend the subway west and north in stages if necessary vs. not at all.

The subway is the absolute gold standard in public transportation and should be looked upon that way--at least for long haul routes--and especially in and out of the city. In terms of amount of use and cost benefit: it beats high speed rail to San Francisco --it takes a half hour to get from Union Station to North Hollywood and then -- however you get stuck waiting for the buses and traffic.

The use of electricity and less operators per passenger is an advantage in terms of top heavy structure and bottom line to keep it going--but especially in bad weather--the subway must be at least extended in segments and money always included for that--besides buses and busways and above ground rail. Phil Nurenberg

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Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Tuesday, April 21, 2009 2:46 PM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Maricela
lastName: Gomez
organization: Resident of LA County
emailAddress: maricela1977@yahoo.com
streetAddress: 3924 Park Place #18
city: Montrose
state: CA
zipCode: 91020
Date: Tuesday, April 21, 2009
Time: 02:46:23 PM

comments:

I support the subway to be build via Wilshire Blvd with and an additional extension via Santa Monica Blvd. Los Angeles has waited over 30 years for the completion of the Purple Line (formerly the Red Line). Urban cities throughout the world, have planned, funded, and built mass transit systems, while Los Angeles continues to choke in day long congestion. I have been connected to the communities that make up the "Westside" since my days at UCLA. I, now as a professional, continue to commute, via a single occupant car, to the Westside 20 years later. This should not be acceptable. I would love to be able to ride a bus or better yet a subway so that I can read a book or a newspaper. But those options either do not exist or are not efficient. Bus only lanes, found in other cities, have yet to come to fruition in Los Angeles. (With the exception of the Orange Line in the SFV.)

And the options are becoming less and less for commuters, as our infrastructure ages, and the car continues to be king because it is the only reliable way to get around.

The proposed stops are ideal for not only area residents, but for visitors and employees traveling to a destination. And I am very confident that MTA will work with the immediately adjacent residents and businesses to minimize whatever impact will be caused during construction and after the commencement of operations.

Residents, businesses, civic leaders, and transportation planners have talked for too many years, and it is time to build the subway! I voted yes for Measure R because this provided the seed funding to help Los Angeles get one step closer to making the subway a reality. Please do not let another 30 years, and another generation of Angelenos go by without a clean, reliable, mass transit system.

I strongly urge to please vote in favor to build the Metro Purple Line Subway Extension via Wilshire Boulevard to Santa Monica plus Subway Extension from Metro Red Line Hollywood/Highland Station via Santa Monica Boulevard.

Thank you for your consideration.

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Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Tuesday, April 21, 2009 2:31 PM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Susan
lastName: Pintar
organization: Sunset Square Neighborhood Assoc
emailAddress: pintar@ca.rr.com
streetAddress: 1636 N. Stanley Ave.
city: Los Angeles
state: CA
zipCode: 90046
Date: Tuesday, April 21, 2009
Time: 02:31:00 PM

comments:

I support the metro purple line subway estension via Wilshire Blvd to Santa Monica PLUS subway extension from metro red line Hollywood/Highland station via Santa Monica Blvd.

45

Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Tuesday, April 21, 2009 12:47 PM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Florian
lastName: Schaugg
organization:
emailAddress: schaugg@yahoo.com
streetAddress: 1600 Courtney Ave
city: Los Angeles
state: ca
zipCode: 90046
Date: Tuesday, April 21, 2009
Time: 12:47:09 PM

comments:

I just heard about the proposed Subway Extension from Metro Red Line Hollywood/Highland Station via Santa Monica Boulevard to the beach and wanted to let you know that I think it is a terrific idea. I am sure I speak for a lot of people on this side of town who would greatly welcome the idea of a subway going down Highland and then along Santa Monica Blvd all the way to the westside.

In my personal opinion this makes way more sense than just extending the line at Wilshire which would not have stations anywhere walkable from our neighborhood and in no way would provide Valley commuters with an alternative way to head west to their jobs in the morning.

Best regards,

Florian Schaugg

46

Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Tuesday, April 21, 2009 12:35 PM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Damaris
lastName: Clement
organization: Spaulding Square
emailAddress: maris711@aol.com
streetAddress: 1418 N. Spaulding Ave
city: Los Angeles,
state: CA
zipCode: 90046
Date: Tuesday, April 21, 2009
Time: 12:35:19 PM

comments:

I support the Metro Purple Line expansion via Wilshire Blvd.to Santa Monica Blvd. and the Subway extension from Metro Red Line Hollywood and Highland Station via Santa Monica Blvd.Please consider these plans as traffic has become prohibitive in the last 22 years I have lived here. It is necessary if we are sincere about global warming.

Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Tuesday, April 21, 2009 11:59 AM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Gary
lastName: Drucker
organization: Homeowner
emailAddress: garydrucker@ca.rr.com
streetAddress: 107 North Martel Avenue
city: Los Angeles
state: CA
zipCode: 90036
Date: Tuesday, April 21, 2009
Time: 11:58:52 AM

comments:

I attended the public scoping meeting for the Draft EIR at Plummer Park on April 14. I have lived in the affected area for about 35 years. I am a homeowner. I spoke at the meeting, but given the 2 minute time limitation, I thought I should write up my thoughts/comments. They fall into two basic categories-1. Ideas for the train routes, stations, etc. 2. Mitigation efforts during construction.

1. Ideas for train routes, stations, etc.

* Certainly, the Wilshire line is far more important than the West Hollywood line.

* I'm concerned about the potential duplication of the Exposition Line with the Wilshire line as they might converge on Santa Monica. My suggestion is that the Exposition line stop at the 405 Fwy, preparatory to a north-south 405 Fwy train (more on that below), or perhaps head southwest away from Santa Monica toward Venice or the Marina. In short, two train lines into central Santa Monica are unnecessary.

* The 405 Fwy connection is critical. It's odd that all of the train efforts go east/west. Are there going to be all kinds of bus connectors going north/south? Frankly, until a 405 light rail train line is built, the whole system won't really work to maximum effect. A 405 Line should connect the 105 line, the exposition line, the Wilshire line to various valley lines.

* Given this, 405 issue, I think it's prudent to plan for it by having stops on the Exposition Line and the new Wilshire Line that connect to that potential line. So, to be specific about Wilshire: In addition to a stop in Westwood, there should be a stop on the west side of the 405. This stop will not only connect the Wilshire line to a potential 405 north/south line, but it will help people have access to the VA. I think this is particularly important because, to my view, it's likely that the VA grounds will be converted into a public park at some point in the future.

* Rather than have a stop at Bundy, I think it's better to have a stop at Barrington, which could provide access to the Brentwood shopping area.

* Moving back east, I think there needs to be a stop either at Robertson or Doheny. You can't have no stops from La Cienega all the way to Century City. That's silly. I realize that Robertson and Doheny are not the same commercial streets as La Brea, Fairfax, or LaCienega, but you also can't have stops once every 5 miles.

* The curve on the map that was handed out suggests that any West Hollywood line will not quite connect to the Wilshire/La Cienega stop. This is asinine. Why? Well, you have to think, what if someone from West Hollywood wanted to go downtown by train? What would they do? They'd want to take the West Hollywood line south to the La Cienega stop and then switch to the Wilshire line going east. I realize you have this idea of "subway to the sea," but what if someone doesn't want to go to the sea? Most people go downtown to work, not to the sea.

* This last issue brings up the suggestion (and it's so obvious that it doesn't need to be stated, yet sometimes it's good to state the obvious) that you role-play each planned station. For example, what if someone lived at Santa Monica and La Brea and they wanted to go downtown? How would they do it? Take the La Brea bus down to the Wilshire line stop? Take the W. Hollywood line up to Hollywood and get on the red line to go downtown? Which is faster? Cheaper? Etc.? If you don't do this, you'll be surprised by different customer traffic than you expected. Expecting that everyone from W. Hollywood is going to take the Wilshire line out to the sea is an example of not doing this kind of exercise.

* If the W. Hollywood line is too expensive to put underground or doesn't have enough projected traffic, I would suggest that a light rail or elevated line of some kind be considered. There's plenty of room to have this, particularly along the meridian through W. Hollywood. I have no problem with such a line having two stops, one at La Cienega and Santa Monica and a second at San Vicente and Santa Monica, which would then head toward Cedars and the Beverly Center.

* I don't understand how rail is being addressed within the rectangle of La Cienega on the west, Western on the East, Wilshire on the south, and Santa Monica Blvd. on the north. This is a very busy corridor. Is there going to be improved bus service? What about north/south connections? For example, what about the Grove? Is there going to be improved n/s service up Fairfax, from one train line to the other?

2. Mitigation efforts during construction.

* Ironically, I'm also concerned about mitigation efforts within the rectangle described just above. This is particularly the case if both the W. Hollywood and the Wilshire lines are built at the same time. The e/w streets of Melrose, Beverly, and Third will be horrible for traffic. Therefore, it's essential that construction be planned so that only one route construction cross n/s streets at the same time. In other words, to take my street, if you're building Wilshire across Hauser, then you SHOULD NOT be building W. Hollywood across Martel at the same time. If Wilshire is slowed, then traffic will want some kind of escape route north be made available. Similarly, if Santa Monica is slowed, then traffic will want some kind of escape route south be made available.

* Martel/Hauser is a particularly dangerous street for this construction period. It is already very busy. Not as busy as LaBrea or Fairfax, but then again, it doesn't have the throughput capabilities of those streets. Not only is it a through street for the whole middle rectangle described above, but also Park LaBrea and also new, very large apartment developments all around Hauser and Wilshire. It is essential therefore for the MTA to plan some kind of alternative. For example, if you're going to remove cars on Hauser to make two lanes (and do the necessary re-striping), then where will those cars park? This needs to be considered asap.

Thank you for listening to my concerns.

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Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Tuesday, April 21, 2009 10:33 AM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Thai
lastName: Lam
organization:
emailAddress: thailam2000@yahoo.com
streetAddress:
city:
state:
zipCode:
Date: Tuesday, April 21, 2009
Time: 10:33:20 AM

comments:

Metro Purple Line Subway Extension via Wilshire Boulevard to Santa Monica plus Subway Extension from Metro Red Line Hollywood/Highland Station via Santa Monica Boulevard.

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Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Wednesday, April 22, 2009 1:07 AM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Brigham
lastName: Yen
organization:
emailAddress: dal77atrix@netzero.net
streetAddress:
city:
state:
zipCode:
Date: Wednesday, April 22, 2009
Time: 01:06:56 AM

comments:

We should definitely put the station in Century City at Constellation instead of Santa Monica Blvd. because it is closer to where people need to walk to. Putting it at the fringe of Century City is going to slow down pedestrians getting to their office buildings or residences.

Also, the subway station in West LA should be at Barrington and Wilshire because it is closer to MORE activity than Bundy. Namely, Barrington is closer to Brentwood Village (where all the cute shops are on San Vicente). Pedestrians could actually still walk to Brentwood in a timely fashion if the station was at Barrington/Wilshire. However, Bundy would be TOO FAR from Brentwood Village.

The station for Westwood should be on Wilshire but include an underground concourse, providing easy access to the heart of Westwood Village at Kinross Ave./Westwood Blvd.

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Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Tuesday, April 21, 2009 9:32 PM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Elisabeth
lastName: Clark
organization:
emailAddress: EOClark@sbcglobal.net
streetAddress: 1558 N. Ogden Drive
city: Los Angeles
state: CA
zipCode: 90046-2616
Date: Tuesday, April 21, 2009
Time: 09:32:08 PM

comments:

I am writing in support of the proposed Red Line extension that would go from Hollywood and Highland down to Santa Monica, then across Santa Monica Boulevard westward. I am particularly in favor of stops at La Brea/S.M. Blvd. and Fairfax/S.M. Blvd. both as a convenient form of "green" transportation for our neighborhoods and as relief for our current and mounting traffic congestion.

I am also in favor of extending the Wilshire Blvd. line across Wilshire to Santa Monica for the same reasons as I detailed above. I only hope we will have the determination and the funds to see these projects completed in my lifetime!
Thank you for considering my input,
Elisabeth O. Clark, Ph.D.

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Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Tuesday, April 21, 2009 6:53 PM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Rich
lastName: Alossi
organization:
emailAddress: alossix@gmail.com
streetAddress: 121 E 6th Street, #104
city: Los Angeles
state: CA
zipCode: 90014
Date: Tuesday, April 21, 2009
Time: 06:52:59 PM

comments:

Metro:

In regard to the Westside Subway extension, I'd like to make some observations and suggestions regarding alignment alternatives as well as general commentary regarding construction.

Firstly, I support a line roughly following Wilshire Boulevard with a detour to Century City (station stop at Avenue of the Stars). Also, I fully support and encourage a fourth phase to include West Hollywood via Santa Monica Boulevard.

UCLA should be better served by a subway stop closer to the campus (i.e., Westwood Village as opposed to Wilshire/Westwood). I support a more northern UCLA subway station if and only if there is a station at Wilshire and Manning, which would better serve the "Golden Corridor" of Wilshire.

In the West Hollywood spur, I support the line with a station at San Vicente, which would serve the diverse retail and nightlife in the area, as well as the Pacific Design Center.

Regarding construction costs, Metro LA should look to cities in Spain such as Madrid and Barcelona, which built their subway systems for approximately \$50 million per mile. With labor and materials costs falling due to the poor economy, Metro should be doing its very best to secure the best return for taxpayers' money as possible.

Cost containment should be of the utmost importance in this project, to prove to Angelenos that Metro can and should continue expanding our fledgling rail infrastructure. Perhaps consulting with transportation authorities in other jurisdictions with large expansion projects would be helpful in this cause.

Thank you for your consistent leadership and long-term vision for the future of Los Angeles.

(52)

Kristine Grillo

From: Danila Oder [doder@usc.edu]
Sent: Thursday, April 23, 2009 7:58 AM
To: Westside Extension
Subject: Scoping comments

From Danila Oder, 530 S. Kingsley Dr. #2, Los Angeles, CA 90020 doder@usc.edu

I use the Rapid Bus 720 to get from Mid-Wilshire to Santa Monica so I'm familiar with the proposed route.

1. Bundy or Barrington? I don't know that it makes a difference, other than Bundy providing access to SM Airport.
2. The major reason I can see for a stop near the 405 is for a parking lot for Valley residents. I think you should survey them to find out if they would be willing to use this park/ride system to get to Santa Monica and/or downtown. It seems like a rather cumbersome system to me. Maybe families on the weekends would use it but not regular commuters; they still would be caught in the crush on the 405 before they get to the stop. Also, look at the boarding figures for the 20/720 at the Federal Building/Veterans stop - I am sure it's quite low. I don't think Metro should build the stop in anticipation of major infill at the VA property. A stop at Westwood/Wilshire would be adequate.
3. I support the Crenshaw line terminating at La Brea, not at Crenshaw/Wilshire. There's no need for a Crenshaw/Wilshire station, and the surrounding tony neighborhoods (right behind the commercial strips) wouldn't tolerate more business construction. There aren't enough workers at the office buildings on Wilshire near Crenshaw to support a stop.
4. On the West Hollywood line, I would prefer the San Vicente/Santa Monica stop, not only because it's more central to West Hollywood (good for tourism), but also because it puts the other stop closer to Cedars-Sinai. I'm sure the management of the Beverly Center can figure out how to attract these riders to walk around the block to enter the mall.
5. Should the Red Line include an MOS in Santa Monica, as the Expo Line is funded to go through Santa Monica? I rather wish one of them went to Venice instead, with a connector between them. But as that is not the case, I say yes, contingent upon Santa Monica city government's approval of the inevitable higher density. It seems peculiar to encourage someone to travel by rail from Pasadena or East LA only to have the train terminate permanently at the 405. Plus, the two lines serve unconnected catchment areas.
6. Alternative 1 or alternative 11? I have a little experience of economists' projections, which are built on assumptions plucked from thin air, and I would not rely on one person's judgment that Measure R will bring in \$40 billion or \$20 billion or \$10 billion, no matter their credentials or track record. You have to ask if their assumptions about economic growth and revenues over 30 years are reasonable *given the facts of peak oil and energy depletion, US bankruptcy and massive dollar inflation*. These factors have *not* operated in concert in the 20th century and so projecting from past experience, during a historically anomalous period of steadily rising growth in energy availability and productivity, is not justifiable. I strongly, strongly suggest you pay for a couple of other assessments that use worst-case scenarios that take these factors into account before budgeting the project. (I suspect that only part of Alternative 1 will be built.)

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Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Wednesday, April 22, 2009 12:40 PM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Lars
lastName: Carlson
organization:
emailAddress: larsecarlson@yahoo.com
streetAddress: 1329 S. Ogden Drive
city: Los Angeles
state: CA
zipCode: 90019
Date: Wednesday, April 22, 2009
Time: 12:40:17 PM

comments:

I propose that the spur between Hollywood/Highland and Beverly Hills (sometimes referred to as the "Pink Line") be reconsidered not as an extension of the Purple Line, but rather as the northern part of the already-in-planning Crenshaw Line. It could connect with the planned Crenshaw terminus at La Brea, run up the median of San Vicente and join up with the proposed routing for the Pink Line at what is called "Beverly Center Area" on the map. It could then continue to Hollywood/Highland as currently planned.

As these two lines are currently proposed, numerous forced transfers would exist. Riders wishing to travel north/south from the Valley to LAX would have to transfer at Hollywood/Highland, Wilshire/La Cienega, Wilshire/La Brea or Wilshire/Crenshaw, and then again at an LAX people mover.

The LA subway/light rail system already has numerous unnecessary transfer points due to a lack of continuity in planning. In NoHo you meet the end of the line of both the Red and Orange Lines. In downtown, the Blue line meets its end instead of continuing through. At Union Station, the Red line meets its end. All of this leads to system that is inconvenient. We need to work on developing a system that is NOT disjointed, and a rethinking of the West Hollywood leg of the subway would help in achieving this end.

Let's make the West Hollywood route part of a true North/South Corridor that could get people from Hollywood to LAX via a one-seat ride.

Also, if it is deemed that West Hollywood line cannot become the north part of the Crenshaw Line, why not devise a way to not have a transfer at Hollywood and Highland so that passengers could have a one-seat ride from the Westside to the Valley?

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Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Wednesday, April 22, 2009 10:55 AM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Samie
lastName: Falvey
organization:
emailAddress: samie.falvey@abc.com
streetAddress:
city:
state:
zipCode:
Date: Wednesday, April 22, 2009
Time: 10:55:03 AM

comments:

My husband and I wanted to support the Metro Purple Line Subway Extension via Wilshire Boulevard to Santa Monica plus Subway Extension from Metro Red Line Hollywood/Highland Station via Santa Monica Boulevard. We would use it frequently to get downtown or to the west side from Hollywood/West Hollywood. Thank you.

55

Kristine Grillo

From: Allon Percus [percus@ipam.ucla.edu]
Sent: Wednesday, April 22, 2009 10:09 AM
To: Westside Extension
Subject: Comments on proposed stations

Dear Jody,

Many thanks for the invitation on Curbed LA to comment on the location of stations west of the 405.

I have two comments:

1) I'd like to suggest that you at least consider the San Vicente/Barrington area rather than Wilshire/Barrington for the initial west-of-405 station. Admittedly, this may have the drawback of requiring a slight route diversion (as opposed to a straight line down Wilshire). But there are also some significant advantages:

* Brentwood has the potential for a very strong market for public transportation. Barrington Ave. between San Vicente and Sunset is lined with high-density condos. Placing the station near but north of Wilshire would seem to allow a larger number of residents to access the station by foot.

* The San Vicente/Barrington area is a thriving retail center, with exactly the kind of development patterns (numerous small restaurants and sidewalk cafes, not much parking) that are conducive to transit.

* If the Westwood station is already north of Wilshire, the subway would simply cross under the VA at that point, so it may not be a route diversion after all.

* For those who would come by car to the station, there is a lot of potential for parking on the VA grounds north of Wilshire. If the station were placed immediately east of Barrington, one entrance could be adjacent to a parking lot within the VA, as well as to the new Veteran's park being constructed in the VA. (Although a Wilshire station would also be pretty near the park.)

2) From what I understand, the question asked is whether there should be a station at Barrington *or* at Bundy. Please at least consider the option of stations in both places. That kind of station spacing (10 minutes' walk apart) currently exists on the purple line in Koreatown, and the density in West LA is comparable if not greater. The alternative of having no stations between Barrington and 26th St., a 1.5-mile spacing, does not seem particularly practical for pedestrians.

Thanks,
Allon Percus

56

Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Wednesday, April 22, 2009 9:45 AM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Joe
lastName: Wiseman
organization:
emailAddress: emailwiseman@gmail.com
streetAddress: 1324 N. Orange Grove Ave.
city: Los Angeles
state: CA
zipCode: 90046
Date: Wednesday, April 22, 2009
Time: 09:44:52 AM

comments:

I am writing to enthusiastically endorse the proposed Metro Purple Line Subway Extension via Wilshire Boulevard to Santa Monica PLUS Subway Extension from Metro Red Line Hollywood/Highland Station via Santa Monica Boulevard.

I feel that extending the red line from Hollywood/Highland via Santa Monica is integral in providing an invaluable lifeline from Hollywood to the West Side. As it is now, there are no freeways that connect these two important areas of Los Angeles, leaving only clogged surface streets or taking out of the way freeways which themselves are often congested. Providing such a convenient mass transit link would drastically improve the quality of life for residents and commuters from both regions. I would use such a connection constantly, not only to reach to west side, but to also reach other areas serviced currently by either subway or light rail. The location of a station at Santa Monica/Fairfax would provide a link to such travel.

Let us not forget the lessons from the recent spikes in gas prices and the current economic crisis. People in this city are in dire need of affordable, convenient and easily accessible mass transit. Let's bring this city up to par with the rest of the world!

Thank you for your time,

Joe Wiseman

57

Kristine Grillo

From: Litvak, Jody Feerst [Litvakj@metro.net]
Sent: Friday, April 24, 2009 8:30 AM
To: Kristine Grillo; Clarissa Filgioun
Subject: FW: I have a question/comment about the Westside Extension Transit Corridor Study

From: webmasters@metro.net [mailto:webmasters@metro.net]
Sent: Thursday, April 23, 2009 2:46 PM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Robert
lastName: Jacobsen
organization:
emailAddress: gerrit1960@yahoo.com
streetAddress: 1612 N VISTA ST
city: Los Angeles
state: CA
zipCode: 90046
Date: Thursday, April 23, 2009
Time: 02:46:18 PM

comments:

I am a resident of the Hollywood area and I am very much in favor of the "Metro Purple Line Subway Extension via Wilshire Boulevard to Santa Monica plus Subway Extension from Metro Red Line Hollywood/Highland Station via Santa Monica Boulevard".

This is a project which we need now and will and will be essential in the future.

Robert Jacobsen

58

Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Saturday, April 25, 2009 4:41 PM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Katherine
lastName: Houston
organization:
emailAddress: khouston528@aol.com
streetAddress: 1612 N Curson Ave
city:
state:
zipCode:
Date: Saturday, April 25, 2009
Time: 04:41:24 PM

comments:

As a Hollywood resident and homeowner I would like to express my strong preference to have the Subway Extension from Metro Red Line Holywood/HIghland via Santa Monica Blvd to allow our neighbourhood walkable access to the Metro.

59

Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Saturday, April 25, 2009 10:19 AM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Alexander
lastName: LeGrand
organization:
emailAddress: indyjones97@hotmail.com
streetAddress: 6562 Shenlyn Drive
city: Huntington Beach
state: CA
zipCode: 92647
Date: Saturday, April 25, 2009
Time: 10:19:30 AM

comments:

I went to the Metro Westside Subway Extension Meeting at church on Wilshire in Koreatown last April 22nd. There had no interpreter for deaf needs. Right now I'm replying to you about my comment. Metro Westside Subway Extension route goes from Western/Wilshire station to Santa Monica. In my opinion Metro Westside Subway Extension should add Metro Station at Fairfax/3rd Street because there's high interest points which it have Los Angeles Farmer Market and shopping center. It will be important for international tourists and business people visit there. Also it will help less traffic!!! Metro Westside Subway Extension route should go from Western/Wilshire to new Crenshaw, LA Brea, Wilshire/Fairfax, 3RD St/Fairfax, Beverly Center, Robertson, Beverly, Century City, Westwood/UCLA, Federal, Bundy, 26th St, 16th St, and 4th St Stations. Of course Pink Line route should go from Highland/Hollywood to new Santa Monica/LA Brea, Santa Monica/Fairfax, LA Cienega, and Beverly Center stations! That's all I have comment for you! Thanks!
Metro Westside Subway Extension Supporter,
ALEX



Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Friday, April 24, 2009 8:55 PM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Laura
lastName: Shnitzer
organization:
emailAddress: laura.shnitzer@sothebysrealty.com
streetAddress: 1626 N. Curson Ave.
city: Los Angeles
state: CA
zipCode: 90046
Date: Friday, April 24, 2009
Time: 08:54:44 PM

comments:

I am a homeowner at the above address (the Sunset Square neighborhood) and I am writing to say I support the Metro Purple Line Subway Extension via Wilshire Boulevard to Santa Monica plus Subway Extension from Metro Red Line Hollywood/Highland Station via Santa Monica Boulevard. To have the extension on Hollywood/Highland would be a great benefit for our neighborhood.

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Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Friday, April 24, 2009 2:54 PM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Josh
lastName: Gluck
organization:
emailAddress: jgluck98@gmail.com
streetAddress:
city: Santa Monica
state: CA
zipCode: 90404
Date: Friday, April 24, 2009
Time: 02:53:38 PM

comments:

The Westside Extension is simply put the most important public works project in Los Angeles since Mulholland's aqueduct. Build as much as you can as soon as you can and take advantage of a historic moment.

Often said about this city is that it has no real center, no true downtown in a Northeastern or European sense. And it's true, no matter how many sparkly new arenas and condos are built in Downtown L.A., that it's not the center of the city and never will be because Wilshire Boulevard is the center of the city. It is the true downtown, starting in the middle of the financial district and running to Westlake, Hancock Park, Fairfax, Beverly Hills, Century City, Westwood, Brentwood and Santa Monica.

Wilshire needs a subway the way that Fifth Avenue in New York needs a subway. The extended Purple Line will not only connect downtown with the entire Westside, it will serve as the backbone of L.A.'s true downtown. Walkable centers will emerge, promoting economic growth. Higher density housing, which would be possible given the lower impact of a subway-commuting population, will make rents more affordable.

If you can get the money to run the line up San Vicente to Santa Monica Blvd. and connect West Hollywood and the Sunset Strip area to the Red Line and North Hollywood, that's even better. We'll have the makings of growth in L.A. for 30 years to come.

Q2

Kristine Grillo

From: Litvak, Jody Feerst [Litvakj@metro.net]
Sent: Tuesday, April 28, 2009 3:03 PM
To: Clarissa Filgioun; Kristine Grillo
Subject: FW: I have a question/comment about the Westside Extension Transit Corridor Study

From: webmasters@metro.net [mailto:webmasters@metro.net]
Sent: Tuesday, April 28, 2009 2:11 PM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Randy
lastName: Brent
organization:
emailAddress: finagled@mac.com
streetAddress: 1317 N Sweetzer #3
city: West Hollywood
state: CA
zipCode: 90069
Date: Tuesday, April 28, 2009
Time: 02:10:58 PM

comments:

I missed your scoping meeting but have looked over the slide show materials. I can hardly wait for both alternative lines to be in full operation. In a perfect world, I would like to see both lines being constructed simultaneously and culminate at Westwood. I believe that is MOS4. Good luck with the study and as a resident of West Hollywood, you have my support for the subway 100%.

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Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Wednesday, April 29, 2009 2:51 PM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Roxane
lastName: Stern
organization:
emailAddress: roxane.stern@gmail.com
streetAddress: 11053 Strathmore Dr
city: Los Angeles
state: CA
zipCode: 90024
Date: Wednesday, April 29, 2009
Time: 02:51:26 PM

comments:

Los Angeles will cease to function unless mass transit is put into place. We need to get to and from work, shopping and school with far less automobile traffic. The cars are clogging our streets, and filling our lungs with unhealthy waste, and heating the globe. The sooner building is started the more beneficial it will be to all residents of the city.

I recommend that UCLA and Century City must be served by transit stops. Century City is growing rapidly and is already a large area for residents, commerce and retail. A metro stop there seems imperative. UCLA is adding taller dormitories and the neighboring area has had a lot of growth for residential needs (Wilshire Corridor-Casden Project, etc) To use our land in the most efficient way we must build up, not out, so I strongly advocate stops at Century City and UCLA where there are already efforts to build up.

I recommend Alternative #11 as it offers more coverage and connections within the area. Use Santa Monica Blvd westward to Century City
Then northwest to Westwood
Follow Wilshire to the 'sea'.

Parking lots for the metro would be ideal, but where is the land going to come from? We cannot wait to attain properties for park and ride. Rather, build the metro and then provide a comprehensive linkage within the city bus system. That will take even more cars off the road.

I applaud all the efforts that are being made to bring us into the 21st century. Thank you for your dedication and hard work.

Roxane Stern
11053 Strathmore Dr
Los Angeles CA 90024
310-443-1106

WS

Kristine Grillo

From: Stephen Ralph Boswell [ralphboswell@hotmail.com]
Sent: Wednesday, April 29, 2009 2:39 PM
To: Westside Extension
Subject: FW: Hello from the Wilshire Park Assoc

Gentlemen: David Donley suggested that I forward this e-mail to you. Best wishes.
ralphboswell@hotmail.com.



From: ralphboswell@hotmail.com
To: ddonley213@mac.com
Subject: RE: Hello from the Wilshire Park Assoc
Date: Fri, 24 Apr 2009 18:41:12 +0000

Dear David Donley: I regret that I did not see your e-mail until today. I would like to have attended the meeting yesterday. I have lived in my home for 43 1/2 years, at 871 Westchester Place. I know from previous hearings on the subway extension, many years ago, that many people in our neighborhood are opposed to the subway extension; but I cannot understand why anyone would want to stop any subway project in Los Angeles from being completed. In my opinion, any effort to improve the transportation system in Los Angeles is worth any sacrifice.

I lived for about a year in Toronto, Ontario, and another year in Montreal, Quebec, at the time that those subways were under construction. I also travelled frequently to Washington D.C. on business when I was working for TRW (an aerospace company that is now part of Northrop-Grumman) when their subway was under construction. I have had several occasions to visit all three of those places since the subways were finished, and I am genuinely impressed with the positive impact that those subway projects have had on those cities. Sure, it was painful for a while, putting up with the inconveniences of the construction; but the overwhelming benefits that have come to those cities as a result of those subway projects was worth all of the pain.

I also went to New York University in New York City for my Masters Degree, and I used the subway every day to get everywhere. Without the subways, New York City would come to a halt. The same is true of London, England, and Paris, France. I really enjoy riding the subway in Los Angeles from time to time, when it can get me places like Universal City, Pasadena, the airport, etc.

Frankly, if Los Angeles does not do something to get the subway projects back on track, we will (in the not too distant future) not be able to get anywhere in a reasonable time in this city because of the traffic. When I moved to Los Angeles in 1961, there were only three freeways that went substantial distances: The Pasadena Freeway, the Hollywood Freeway, and the San Bernardino Freeway. The Harbor Freeway ended at Century Blvd., designed to get people to the airport. There was no 10, 405, 605, or 105 freeway (etc., etc.) at that time. Getting from West Los Angeles or the South Bay to the San Fernando Valley in the 1960's meant taking Supulveda Blvd., or Cahuenga over the hill. It took forever to get there during the rush hour. Now it is almost the same with the 405 freeway. There were actually many people who opposed the 405 freeway project. Imagine what it would be like today, if that project had not been completed.

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Forty eight years later, the gridlock on our freeways, and our surface streets during the rush hours is unbelievable. What will it be like in 10 or 20 years, unless we swallow the pain, and finish the subway projects that were killed years ago by short-sighted people.

I remember when the gridlock on Wilton Place, a block north of 3rd Street was about to be fixed. All of the houses had been condemned, and vacated; and construction was about to begin on eliminating the curve at that location on Wilton Place. An elderly gentleman from the area circulated a petition, using the argument that the architecture of the homes that were about to be torn down, needed to be preserved. The city gave up on the project, the man died, or moved away, and the neighborhood forever more was strapped with an unbelievable traffic problem that will never be solved, because of the shortsightedness of the one man with no vision, and the people who jumped on his bandwagon.

I may be a voice crying in the wilderness, but I would appreciate it if you would forward my opinion to the whole list of members, and to the people who are trying to focus on completing the subway projects. There has got to other people who feel the same way that I do; but who will not speak up, unless encouraged to do so. Best wishes. ralphboswell@hotmail.com.



EMAILING FOR THE GREATER GOOD

[Join me](#)

Date: Mon, 20 Apr 2009 11:02:38 -0700
From: ddonley213@mac.com
Subject: Hello from the Wilshire Park Assoc
To: ddonley213@mac.com

Dear Neighbors,

I know that you are aware of the Wilshire Park Association.

Many of you have been active participants over the years -- delivering newsletters, planting trees, working with block clubs, attending meetings, etc.

We have your contact info because you have signed in at a meeting or gotten your email to us by some other means.

My name is David Donley. I am the newly elected President of the WPA.

I am writing this email to introduce myself and encourage your continued participation with a group of neighbors like yourself working to keep our small part of Los Angeles a safer, greener, progressive and culturally stimulating place to live. We have accomplished some terrific things in the recent past, and there always seems to be new issues popping up.

Be it parking, traffic, crime, trees, teardowns, business encroachment, graffiti, Metro subway etc.

If you want to do something for the neighborhood and are looking for

USB

support, or you have an issue and might need a bit of advice, give one of us a call or send us an email.

Come to a meeting, we have a general meeting once a year.

Read our newsletter, it's delivered to your door free.

Take a look at our website [<http://www.historicwilshirepark.org>](http://www.historicwilshirepark.org)

(It is being updated at present, but take a look and come back.)

Let us know if you have a specific issue you would like to know more about or an issue that you think is important to us all.

A topic for the week is: The Metro Westside Subway Extension.

There will be a Public Scoping Meeting on Wed April 22nd at the Wilshire United Methodist Church to discuss the issue.

The website is: [<http://metro.net/projects_studies/westside/meetings.htm>](http://metro.net/projects_studies/westside/meetings.htm)

I feel that this is an issue that will impact this neighborhood greatly and this meeting will help inform the entire neighborhood of the Public Scoping and future plans for the subway.

Please take a minute and check it out.

Thank you for your time and I look forward to meeting you,

David

David Donley

President

Wilshire Park Association

david.donley@ca.rr.com

213-384-5354

PS; If you have moved or would rather not receive further emails. Please reply and let me know.

Kristine Grillo

66

Subject: FW: Comment on Westside Subway Extension

From: Litvak, Jody Feerst [mailto:Litvakj@metro.net]
Sent: Thursday, April 30, 2009 4:11 PM
To: Ginny-Marie Case; Clarissa Filgioun
Subject: FW: Comment on Westside Subway Extension

From: Fortier, Renee[SMTP:RFORTIER@TS.UCLA.EDU]
Sent: Thursday, April 30, 2009 4:10:20 PM
To: Westside Extension
Subject: Comment on Westside Subway Extension
Auto forwarded by a Rule
Hard Copy to Follow

April 30, 2009

Mr. David Mieger
Project Director and Deputy Executive Officer
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, MS 99/2/5
Los Angeles, CA 90012-2952

RE: WESTSIDE SUBWAY EXTENSION SCOPING

Dear Mr. Mieger:

The University of California, Los Angeles (UCLA) is pleased to participate in the public comment process regarding the scoping study for the Westside Subway Extension.

UCLA employs upwards of 30,000, and student enrollment exceeds 38,000. Westwood/UCLA has an employment density second only to downtown Los Angeles. Notably, many of these people commute daily to and from campus from all over Los Angeles County. Not only will a Westwood/UCLA stop on the Westside Subway provide vital commute options to the many UCLA employees and students who live elsewhere in Los Angeles County, but, since UCLA's mission of teaching, research and public service extends beyond our boundaries to the communities and city around us, it will also serve the hundreds of thousands of Southern California residents who visit the UCLA campus each year for medical care, cultural activities, and other events held on campus. UCLA draws people from throughout Southern California, and the Westside, as a whole, has become an employment rich area attracting several hundred thousand commuters each day from areas throughout the region. The Westwood station is projected to have the largest number of boardings and alightings of any station on the Westside Subway line, and would be behind only Union Station and the 7th Street station for passenger volume throughout the system.

It is imperative that the Westside Subway project be planned for and built in such a way not only to enable the University to continue to excel in its teaching, research and public service mission in the future, but also to maximize the benefit to the entire Los Angeles region, which will be served by providing a subway alternative to the freeway and other roadway miles traveled by the thousands of employees, students and visitors who come to UCLA and the Westside from other areas. Since project route and phasing have not been solidified, we take this opportunity to urge the Board to adopt a route which includes a Westwood/UCLA stop in the first phase of the Westside Subway Extension project. Including a Westwood/UCLA stop in the first phase will bring benefits to the largest number of potential passengers at the earliest

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opportunity. It will not only directly benefit UCLA, but will benefit the entire Los Angeles region due to the large geographic area from which the campus draws for employment, students, patients and visitors.

Sincerely,

Renee A. Fortier, Director
UCLA Transportation

cc: Metro Board of Directors:

Antonio R. Villaraigosa, Chair
Mayor, City of Los Angeles

Don Knabe, First Vice Chair
Los Angeles County Supervisor, Fourth Supervisorial District

Ara Najarian, Second Vice Chair
Mayor, City of Glendale

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Gloria Molina, Los Angeles County Supervisor, First Supervisorial District

Pam O'Connor, City Council Member, Santa Monica

Mark Ridley-Thomas, Los Angeles County Supervisor, Second Supervisorial District

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Doug Failing, Non-voting member, State of California Governor Appointee

Gene Block, Chancellor
UCLA

E. Felicia Brannon, Executive Director
UCLA Government & Community Relations

David Karwaski, Manager
UCLA Transportation Planning & Policy

Arthur T. Leahy, Chief Executive Officer
Los Angeles County Metropolitan Transportation Authority

Sam J. Morabito, Administrative Vice Chancellor
UCLA

Jack J. Powazek, Associate Vice Chancellor
UCLA General Services

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Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Thursday, April 30, 2009 10:03 PM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Larry
lastName: Boring
organization:
emailAddress: LarryDB1@ca.rr.com
streetAddress: 1428 N Orange Grove Ave.
city: Los Angeles
state: Ca.
zipCode: 90046-3902
Date: Thursday, April 30, 2009
Time: 10:03:13 PM

comments:

Send Hollywood and Highland extension to SM Blvd.down Highland or La Brea. Any other route would disturb and cause great harm to established residential neighborhoods in Hollywood.

Sincerely,

Larry Boring

Kristine Grillo

From: Constance Boukidis [constanceellen@sbcglobal.net]
Sent: Thursday, April 30, 2009 8:37 PM
To: Westside Extension
Subject: WESTSIDE SUBWAY EXTENSION

I had no idea these meetings were taking place. I am a 51 year resident in Westwood and want to emphasize that I am in favor of the subway out to Santa Monica being located under Wilshire Boulevard. If there is a station located at Century City and a line from there constructed to Westwood, it should either go out on Santa Monica Boulevard and go up Westwood Boulevard, go under the Los Angeles Country Club or go up Beverly Glen Boulevard. I am totally against it being located underneath any of the homes located in the area known as Comstock Hills with Wilshire Boulevard as its northern boundary, Santa Monica Boulevard as its southern boundary, Beverly Glen on the west and the L.A. Country Club on the east. It will lower our property values and damage our house structures.

Constance Boukidis
1545 Ensley Avenue
Los Angeles, CA 90024

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Kristine Grillo

From: Jess Kalinowsky [jesskalinowsky@earthlink.net]
Sent: Thursday, April 30, 2009 6:53 PM
To: Westside Extension
Subject: THE best thing about riding trains...

THE best thing about riding trains...

One does not have to deal with rude, ill mannered bus drivers that are driving buses and talking on the phone!

It should be against MTA policy to even have the phone on their person while driving a bus because many of them simply ignore State Law, and MTA rules against telephone usage for conversations and texting as well as headsets for their IPODS. Boom Boxes have no place on a bus! NO exceptions!

They simply cannot be concentrating on the bus operation if they are on the phone, texting or listening to music.
Someone is going to hurt or killed!

Worse, when they or eating or smoking on the buses!

You need some "secret shoppers" to ride the buses to catch the offenders!

These same offenders are drivers that put their bus "Out of Service" several stops before they reach the end of the line and pass waiting passengers!

I see it every day on the #10 and the #550 before they reach the stop at Melrose and North San Vicente,
and they know there is virtually no way they can be caught! The last stop for both of these lines
is at North San Vicente Blvd. @ Santa Monica Blvd. But if they either have no passengers, OR no passengers wanting off at the stop at Melrose and North San Vicente, they simply pass it by!

Just the other day, I was at Melrose and North San Vicente, and the driver stopped almost in the middle of the street, not at the curb, and a lady getting off fell. FORTUNATELY she was not hurt, but had a GREAT lawsuit against MTA if she had broken a wrist or ankle, or worse!

I'm a Senior, and it is challenging for me to get on the bus from street level, instead of curb level. The driver was clearly exacerbated that it took me a few extra seconds to get onboard. He did even bother to try to help the fallen woman! And I bet \$1000. he did not write up the incident, as I think he is required to do!

If I fall because of such a situation, MTA will certainly know about it!

I know nothing will be done about these shortcomings, but I feel better having told you!

It is really kind of simple, be nice to people, or at the very least do not be rude to them!

If one does not like their job as a bus driver, then they need to find another job.

"Service" is simple not a strong point of the MTA.

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Kristine Grillo

From: beverlyhills.ca@gmail.com on behalf of David Murphy [dmurphy@endinggridlock.org]
Sent: Thursday, April 30, 2009 5:37 PM
To: Westside Extension
Subject: Re: Correction - Westside Subway Extension Scoping Comments Due May 7th

(Public comment submission follows:)

Dear Mr. Mieger:

I encourage Metro to build the subway as far as possible in the first phase (all the way to/past Westwood, or at least to Century City). I also support building the Santa Monica extension ("Pink Line") as well.

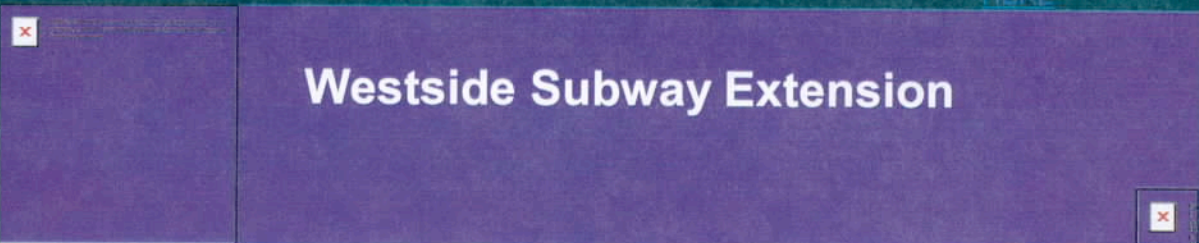
Further, I encourage Metro to take all possible steps to provide generous amounts of parking at stations. Metro should partner with the federal government to build a major garage on the grounds of the Federal Building in Westwood, and build garages at other stations when possible. Given how early in the morning parking fills up at the North Hollywood extension, it is extremely important that Metro try to build even more parking for the Purple Line. Paid parking (at a modest rate) is a definite option; indeed, it is probably inappropriate that it be free.

Thank you for your hard work.

David Murphy
Beverly Hills, CA

On Thu, Apr 30, 2009 at 10:48 AM, Westside Subway Extension <WestsideExtension@metro.net> wrote:

[HERE](#)



Scoping Comment Period Ends May 7th, 2009

Metro would like to thank everyone who attended any of the 6 scoping meetings held between April 13-23 for the Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR) for the Westside Subway Extension.

Over 330 people came to the meetings, nearly 100 people spoke during the public comment period and others turned in written comments. We were very impressed by the level of participation and the strong feelings expressed about this project. Since then, many of you have already sent in your comments electronically or by US Mail.

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Kristine Grillo

From: jjlaca@aol.com
Sent: Thursday, April 30, 2009 11:31 AM
To: Westside Extension
Subject: Re: Correction - Westside Subway Extension Scoping Comments Due May 7th

I have attended some of your earlier meetings and many of your Expo Phase 2 Meetings. Given the results of the Expo 2 debacle in which a final decision between the two remaining choices was made a mere few hours after the deadline for final submissions, it is clear to me and many others that this is really a "going through the motions" exercise. As such, it does not seem worth putting any time into it as the decisions appear to have been made without any inclination to consider other viewpoints or potentially overlooked aspects.

Best of luck!

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

From: Westside Subway Extension <WestsideExtension@metro.net>
To: jjlaca@aol.com <jjlaca@aol.com>
Sent: Thu, 30 Apr 2009 10:45 am
Subject: Correction - Westside Subway Extension Scoping Comments Due May 7th

Westside Subway Extension

Scoping Comment Period Ends May 7th, 2009

Metro would like to thank everyone who attended any of the 6 scoping meetings held between April 13-23 for the Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR) for the Westside Subway Extension.

Over 330 people came to the meetings, nearly 100 people spoke during the public comment period and others turned in written comments. We were very impressed by the level of participation and the strong feelings expressed about this project. Since then, many of you have already sent in your comments electronically or by US Mail.

If you were not able to attend the scoping meetings, you can find a copy of the presentation by going to our study website, www.metro.net/westside, click on "News and Info." We will accept comments throughout the study, but we must hear from you by next Thursday, May 7th, 2009 for comments that relate to scoping. This is your opportunity to tell us what you want us to study and we want to hear from you!

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Kristine Grillo

From: Striegler, Glenn [glenn.striegler@lausd.net]
Sent: Thursday, April 30, 2009 10:52 AM
To: Mieger, David
Cc: Westside Extension
Subject: Wilshire Subway Alternative Maps

Importance: High

Mike - I attended on of your recent community meeting on April 13, 2009. I asked MTA representatives at the meeting if I could get pdf copies of Wilshire Subway Extension Map #s 1 and 11. These were the two alternatives selected in your Alternatives Analysis and presented in your Scoping Presentation. On the maps that you provide I ask that you remove all the station labels (*black boxes with white lettering*) so I will have enough room to add LAUSD school boundaries to the maps. The map that I produce will help your group during their analysis of the impacts on our schools during the installation and operation of the subway. I also request that if you are able to provide these maps to me that you make sure that they are not locked for editing (i.e., requiring a password to change or modify the figure).

Please let me know if you will be able to provide these maps to me and a time frame for their completion. Thanks.

Glenn Striegler

Environmental Assessment Coordinator
LAUSD Office of Environmental Health & Safety
333 South Beaudry Ave – 20th Floor
Los Angeles, CA 90017

(213) 241-2199 Phone
(213) 241-3327 FAX
glenn.striegler@lausd.net
<http://lausd-oehs.org>



Kristine Grillo

From: Rog4rail@aol.com
Sent: Thursday, April 30, 2009 10:31 AM
To: Westside Extension
Subject: Comment: Eliminate Crenshaw stop

At the recent scoping meetings, various station locations were discussed for Westwood, Century City, and the business district of Beverly Hills. In each instance, it was suggested that there would only be one stop in each area.

However, with a Crenshaw stop, that would make four stops in Koreatown that are about a half-mile apart.

Speed is an important part to the ridership. Mid-Wilshire already has a Normandie stop half-way between Vermont and Western. Stopping at Vermont, Normandie, Western, and Crenshaw creates a too-slow stretch of the route. One mile spacing is preferred. Having the next stop west of Western be La Brea (2 miles) compensates for the half-mile spacing between Western and Vermont.

The proposed Crenshaw line north of Exposition would be better served meeting Wilshire at La Brea.

Thank you, Roger Christensen

[Big savings on Dell XPS Laptops and Desktops!](#)



Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Thursday, April 30, 2009 10:24 AM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: fred
lastName: schwartz
organization:
emailAddress: judy66@att.net
streetAddress: 1609 comstock ave
city: los angeles
state: ca
zipCode: 90024
Date: Thursday, April 30, 2009
Time: 10:24:05 AM

comments:

please do not run you subway under Comstock, My best idea is to use the vast open space of the Los Angeles Country Club..They have 2 courses & people don't live there

75

Kristine Grillo

From: Judy Schwartz [judy66@worldnet.att.net]
Sent: Thursday, April 30, 2009 10:18 AM
To: Westside Extension
Subject: from fred schwartz on Comstock

Pls. do not use our street

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Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Thursday, April 30, 2009 9:53 AM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Scott
lastName: Schmidt
organization:
emailAddress: scottschmidt@gmail.com
streetAddress: 8221 DeLongpre Ave #9
city: West Hollywood
state: CA
zipCode: 90046
Date: Thursday, April 30, 2009
Time: 09:52:49 AM

comments:

I strongly encourage Metro to move forward with a dual line proposal for the following reasons:

- 1) It is the only option that creates connectivity with other parts of the system, and will provide a link between the Valley and the West Side. Metro should see ridership increases on the Orange Line and "Pink" Line as a result of this symbiosis.
- 2) It will provide an efficient transit option for Metro employees to get to work at the Bus Depot at Santa Monica and San Vicente.
- 3) It will promote public safety by connecting nightlife districts in West Hollywood, Hollywood and Silverlake which are otherwise poorly served by public transit.

A single-line proposal is a 24-hour solution to an 8-hour problem, as it intends to serve mainly the office corridors along Wilshire. Metro should invest in solutions that serve the broader region.



Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Sunday, May 03, 2009 1:21 PM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Hugh
lastName: Brockington
organization:
emailAddress: hughfb3@aol.com
streetAddress: 2030 Ivar Ave. Apt 106
city: Los Angeles
state: CA
zipCode: 90068
Date: Sunday, May 03, 2009
Time: 01:20:54 PM

comments:

Hello Metro,

- I strongly support building both the purple line down wilshire to at least the 405, & building the pink line through west Hollywood.
- I feel the west Hollywood alignment should be phased in after the purple line reaches Westwood, but before the santa monica extension
- I strongly support a true express service on both lines to reduce travel times from end to end.
- I support having a Pink Line alignment OVERLAY from the north hollywood red/orange line station all the way to westwood without transfer to reduce travel times of those living in the valley commuting to century city or westwood.
- I support the pink line going down santa monica and down la cienega,
- I do NOT support the detour to san vicente

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Kristine Grillo

From: Richard A Pfefferman [rpfefferman@sbcglobal.net]
Sent: Saturday, May 02, 2009 1:28 PM
To: Westside Extension
Subject: connection from century city to UCLA

Any underground drilling for the extension from century city to UCLA should go under the golf course just east of club drive to wilshire blvd, or under santa monica blvd and then north under westwood blvd, but in no case under any of the homes in comstock hills. Slower speeds should be implemented to accommodate the sharper angle of the required turn.

Thank you,

Ross Silver and Richard Pfefferman, 10311 Eastborne Avenue.

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Kristine Grillo

From: David Eichman [dme4law@sbcglobal.net]
Sent: Saturday, May 02, 2009 10:56 AM
To: Westside Extension
Subject: West Hollywood route

It is crucial that any extension to the Westside contain a spur that goes to West Hollywood. Just look at the Paris metro system with all of its lines and spurs. It is crucial that the metro system serves the areas where there will actually be riders. Once the route is determined, city planners can build mixed use projects near transit stops.

David Eichman
9200 Sunset Boulevard, Suite PH 2
West Hollywood, CA 90069
(310) 278-2150

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Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Friday, May 01, 2009 2:22 PM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Max
lastName: Lance
organization:
emailAddress: max_lance@hotmail.com
streetAddress: 8217 Blackburn Ave., #3
city: Los Angeles
state: CA
zipCode: 90048
Date: Friday, May 01, 2009
Time: 02:22:03 PM

comments:

Hi, I'm a regular Metro user and a big advocate of your existing projects. I think the subway and light-rail are both efficient and superior to those of other cities.

I think the long-range solutions to Westside transit are great, but would like to know about short-term options. Is there any way to get a dedicated bus lane on any of the main boulevards while the Westside extensions are studied and eventually built?

I'd really like to see something done. I know these studies are necessary, but so much money is poured into charts and graphs while no building gets done where it is desperately needed.

The projects you have done in the past have been great, which is why it's so frustrating to see nothing done on the Westside. Sta Monica Blvd., Wilshire Blvd., Olympic, anything. Private bus lane, lite-rail, tram. The traffic is atrocious and I know the solution you decide on will be great. I just hope something can be done soon and would like more information about that. Especially with bike lanes.

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Kristine Grillo

From: Mark Egerman [me@eblaw.com]
Sent: Friday, May 01, 2009 9:37 AM
To: Westside Extension
Cc: Litvak, Jody Feerst; Allan Alexander

Dear Metro:

I am e-mailing you to state my strong support for the Wilshire alignment being the first alignment to be constructed. I further encourage Metro to build the first phase beyond Fairfax with stations at La Cienega, Beverly Drive and Century City. Beverly Hills and Century City are centers of business activities with major hotels, office buildings, retail establishments and residences. This critical mass for transit ridership should be captured in the first phase.

With the Federal government's current focus on an infrastructure and future revenue from Measure R, now is the time to build this important segment of our transit system.

Thank you for your efforts in this matter.

Always,

Mark Egerman

Egerman & Brown, LLP

9401 Wilshire Blvd.
Suite 500
Beverly Hills, CA 90212-2918
(310) 248-6299
(310) 248-6288 fax
me@eblaw.com

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Kristine Grillo

From: Allan Alexander [aalexander@aalexander.net]
Sent: Friday, May 01, 2009 9:24 AM
To: Westside Extension
Cc: Daniel Walsh; Anita Eddy; May Soth; Roderick Wood; Aaron Kunz; NANCY@KRASNE.COM; Jimmy@delshad.com; Mahdi Aluzri; Mark Egerman; DennyZane@aol.com; David Gustavson; Litvak, Jody Feerst
Subject: Comments of Westside Extension of Subway

Metro:

I spoke at your Beverly Hills Library scoping session last month. I wish to state again my support for the Wilshire alignment being the first alignment to be built out and encourage Metro to try to get the first phase beyond Fairfax or La Cienega to the Century City station. The reason is that Century City is businesswise the westside counterpart to downtown Los Angeles. Century City has approximately ten million square feet of office space as well as a major hotel, the Century City regional shopping mall and many multi family residential units (both built and under construction). This critical mass for transit ridership should be captured in the first phase.

I realize that the length of this first phase raises financing issues, but with the Federal government's current focus on an infrastructure bank and the sizable future revenue from Measure R to provide security for Federal loans this financing may be feasible.

Finally, I thought the scoping session, including the power point presentation, was very helpful for the public to understand the process that will be followed on this vital public transit project. Keep up the good work!

Regards,
Allan Alexander

Allan Alexander
9595 Wilshire Blvd., Suite 900
Beverly Hills, CA 90212

E-Mail Address: aalexander@aalexander.net
Telephone: 310.273.8400
Fax: 310.273.8459
Cell: 310.801.9655

Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Friday, May 01, 2009 9:10 AM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Alex
lastName: Harwood
organization: Home Owner/Resident
emailAddress: aharwood@calstate.edu
streetAddress: 6677 W 5th St
city: Los Angeles
state: CA
zipCode: 90048
Date: Friday, May 01, 2009
Time: 09:09:53 AM

comments:

I attended the meeting at LACMA on 4/13.

I am a home owner a few blocks north of Wilshire very near San Vicente.

I fully support Alt 11. I think Alt 1 is a fine place to start but it would be very disappointing if Cedar Sinai which is so important in regards to jobs and health care wasn't serviced by the subway. Alt 11 does that but also includes other areas of high density for living working and entertaining. Just think of how much easier Halloween and Gay pride would be if people could take a subway, even if they have to drive to a subway location.

I think that we should consider putting park and rides under the 10 near exits and having dash buses that run between those and the Wilshire subway and expo line.

Don't listen (I doubt you do) to the crazy guy or the monorail woman. We aren't Disney land and neither Seattle or Las Vegas or anyone else has succeeded with a monorail. As for the nutty guy saying that no one rides the subway now... Ridership may not be as high as we like now but that is most likely due to the fact that the line stops at Western. If you have ever taken the rapid bus on Wilshire you will know that there is no room to stand let alone sit during rush hour. I take the bus from La Cienega to Beverly Hills occasionally and it is at capacity. I think another example of how popular and heavily used this would be is demonstrated by the success of the bus line in the SF Valley.

My main hope or desire is that we can fast track all of this! I want so badly to have this near my home and I want to be able to ride it.

Kristine Grillo

From: Litvak, Jody Feerst [Litvakj@metro.net]
Sent: Monday, May 04, 2009 11:48 AM
To: Kristine Grillo; Clarissa Filgioun
Cc: Martin, Roger; Mieger, David
Subject: FW: Environmental Review Process

This looks like an official agency comment

From: Kerman, Ann
Sent: Monday, May 04, 2009 11:30 AM
To: Litvak, Jody Feerst
Subject: FW: Environmental Review Process

Fyi....

From: Roybal, Dolores
Sent: Monday, May 04, 2009 11:28 AM
To: 'Ginny-Marie Case'; 'Villalobos, Monica'; Kerman, Ann
Subject: FW: Environmental Review Process

From: Minh-Ha Nguyen [mailto:MNguyen@css.lacounty.gov]
Sent: Friday, May 01, 2009 9:54 AM
To: Leahy, Arthur
Cc: Roybal, Dolores
Subject: Environmental Review Process

Dear Sir and Madam,

Based on the April 13, 2009 presentation on the Westside Extension Project (WEP), CSS fully supports the MTA's efforts to increase public transportation in the County of Los Angeles. It is projected that the senior population in L.A. County will grow exponentially over the next 10 years. For this reason, we anticipate many seniors using the WEP rail service. It should be noted that senior safety should be given special consideration, especially during evening hours. In addition, we support the rail transit option that has the highest number of stops near resources and services for seniors.

Should you need additional information, please call me at (213) 738-2645.

Regards,

Minh-Ha Nguyen, Assistant Director
Aging & Adult Services Branch
Community & Senior Services
3333 Wilshire Boulevard, Suite 400
Los Angeles, CA 90010

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Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Wednesday, May 06, 2009 8:23 AM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: David
lastName: Brumer
organization:
emailAddress: redavid@mindspring.com
streetAddress: 1623 N. Orange Grove Ave.
city: L.A.
state: CA
zipCode: 90046
Date: Wednesday, May 06, 2009
Time: 08:22:59 AM

comments:

I would like to see the "Metro Purple Line Subway Extension via Wilshire Boulevard to Santa Monica plus Subway Extension from Metro Red Line Hollywood/Highland Station via Santa Monica Boulevard" built.

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Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Wednesday, May 06, 2009 7:21 AM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: JOann
lastName: Davis
organization:
emailAddress: jdavis@archer.org
streetAddress: 1557 N. Orange Grove Ave
city: Los Angeles
state: ca
zipCode: 90046
Date: Wednesday, May 06, 2009
Time: 07:20:31 AM

comments:

I support the Metro Purple Line Subway Extension via Wilshire Boulevard to Santa Monica plus Subway Extension from Metro Red Line Hollywood/Highland Station via Santa Monica Boulevard

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Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Tuesday, May 05, 2009 11:19 PM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Gary
lastName: Rado
organization:
emailAddress: gar4usc@aol.com
streetAddress: 1612 Courtney Ave
city: Los Angeles
state: CA
zipCode: 90046
Date: Tuesday, May 05, 2009
Time: 11:19:24 PM

comments:

I support the Metro Purple Line Subway Extension via Wilshire Boulevard to Santa Monica plus Subway Extension from Metro Red Line Hollywood/Highland Station via Santa Monica Boulevard

Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Tuesday, May 05, 2009 8:06 PM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: kevin
lastName: batten
organization:
emailAddress: kevin@superfad.com
streetAddress: 1545 n orange grove ave
city: los angeles
state: ca
zipCode: 90046
Date: Tuesday, May 05, 2009
Time: 08:05:41 PM

comments:

I vote for the Metro Purple Line Subway Extension to be constructed via Wilshire Boulevard to Santa Monica plus Subway Extension from Metro Red Line Hollywood/Highland Station via Santa Monica Boulevard

Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Tuesday, May 05, 2009 6:04 PM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: James
lastName: Shafer
organization: Downtown LA Resident
emailAddress: shafer_james@lacoecoe.edu
streetAddress: 400 S. Main St., Apt. 504
city: Los Angeles
state: CA
zipCode: 90013
Date: Tuesday, May 05, 2009
Time: 06:04:24 PM

comments:

I would choose the "Wilshire/Santa Monica Blvd. Combined HRT Subway". In the West Hollywood area I would pick the alignment that runs along part of San Vicente and has an extra station serving West Hollywood. In the Century City area I would pick the alignment that is farther to the south and that is located in the midst of the towers. In the UCLA area I would pick the alignment that has the station farther north (located farther into the campus). It's very important to locate stations so that pedestrians don't have too far to walk and so that many users will be able to walk to their final destination and won't have to use a shuttle bus.
Thank you very much.
Jim Shafer

Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Wednesday, May 06, 2009 10:29 AM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Thai
lastName: Lam
organization:
emailAddress: thailam2000@yahoo.com
streetAddress:
city:
state:
zipCode:
Date: Wednesday, May 06, 2009
Time: 10:29:21 AM

comments:

Metro Purple Line Subway Extension via Wilshire Boulevard to Santa Monica plus Subway Extension from Metro Red Line Hollywood/Highland Station via Santa Monica Boulevard.

Kristine Grillo

From: Litvak, Jody Feerst [Litvakj@metro.net]
Sent: Wednesday, May 06, 2009 1:53 PM
To: Kristine Grillo; Clarissa Filgioun
Subject: Monorail Comments part 1 of 2

Here is Mr. Ciacci's first comment. I've removed the PPT he attached (it's in 2 parts). Tell me if you get this. If so, I'll send the 2nd one without that attachment, the upload the to attachments to Project Solve.

From: John ciacci [mailto:johnciacci@gmail.com]
Sent: Sunday, May 03, 2009 8:15 AM
To: Litvak, Jody Feerst
Subject: Re: Westside Subway Extension Project

Hello Jody,

Note: I'm attaching part 1 of 2. Because each file weighs 18mb. If there is any problems with email limits on you side i'll find an alternative way to sent it.

I'm attaching my presentation for the monorail to be considered still. The people of Los Angeles cannot wait 20 years for a Underground to be built. So I created a 49 page powerpoint presentation, mostly photos showing route design and alternative and storage facilities, etc.

My friend was present at one of the Metro meetings around 2008. She presented written and oral positions. A monorail option was discarded because it would require a median on Second Street (not true) even though a light rail option was considered which by Metro's admission would have taken all but one lane (eastbound) from traffic. Also, monorail could have been extended all the way to Union Station without interfering with traffic. It was not considered because "almost no one wants monorail". I am beginning to see a pattern. Somehow, 90% of the people I speak to in public say they would prefer monorail. Coincidence?

Several years ago she told me she attended an engineering conference that considered the "difficulties" of extending the subway to the west. Tests had shown the existence of flammable gases, explosive gases, toxic gases, and oxygen displacing gases. Never the less, they suggested that sealing the tunnels would protect the riders from these dangers. I don't doubt that today's technology could build tunnels within areas that hold gases that can explode or burn, poison or suffocate people. My only question is why?

I remember the fire under TJ Maxx and the Federal Government banning all digging for 10+ years.

The best mass transit asset that government agencies have in Southern California is the existing right of way system. I believe monorails can be constructed at less cost than other technologies along the side of flood channels, within street medians, and on both active and inactive railroad alignments without interfering with traffic. In many cases, strip parks with walking and hiking trails could be constructed on the surface beneath the monorails. Monorail construction is much faster than road or railroad construction. Monorails are not invisible but they can be beautiful to most people.

Best Regards
John Ciacci

On Wed, Apr 15, 2009 at 11:46 PM, Litvak, Jody Feerst <Litvakj@metro.net> wrote:
Mr. Ciacci:

Thanks for your interest in the Westside Subway Extension. Just by way of background, I want to make sure you know that before beginning the current Draft EIS/EIR, we completed an extensive Alternatives Analysis (AA) Study where we evaluated not only heavy rail subway but also light rail, bus rapid transit and monorail. For heavy rail we evaluated options for having it below ground (aka subway) and above ground. For light rail, we evaluated above, below and at street level. And, of course for monorail, we looked at above ground.

In short, we ruled out the light rail, bus rapid transit and monorail options, and all of the above ground options for 5 key reasons. As you know, this is a high demand corridor. The bus service on the Wilshire corridor today, without rail, is the

91a

highest anywhere in the country. There are upwards of 80,000 bus boardings/day. Only heavy rail has the person carrying capacity to meet the projected demand in this corridor. Secondly, we rejected all of the above ground options because of the already dense development here. They work in areas where streets are wider and there aren't buildings so close but would not work well here. While costs for tunneling are expensive, claims of cheaper construction for above ground options, including monorail, don't pan out in corridors as densely developed as this. In addition to construction of the actual line, you need to figure in costs for real estate and easements for station entrances, elevators, escalators, and ancillary facilities (power generation, etc.) that are otherwise included in below ground construction. In addition, any elevated structure would take out 2-3 lanes of traffic in order to accommodate the supports. The Westside Extension is supposed to provide new travel capacity and this seemed to counter that goal. Plus the costs of the required mitigation for the lost traffic capacity again make the costs higher than many people usually consider. Finally, Metro does not currently operate monorail technology. If we were to bring it in to this corridor, we would need to locate and acquire sufficient land for a maintenance facility for storage, maintenance and repair of the cars that would have to connect directly with the line. Based on the number of cars needed and the experience of other others around the world, that site would need to be 10-15 acres (I actually don't recall the exact number right now) and it would need to be on the Westside. Quite frankly, we have no idea where we could locate such a facility let alone what the cost would be or if we could get sufficient support for it.

Here is link to the presentation we gave the community last spring during the AA Study when we eliminated the "non-subway" modes. It has more information on all of this:

http://www.metro.net/projects_studies/westside/images/2008_0505_presentation.pdf

I invite you to review this information. If you still feel we should reconsider monorail for this corridor, please send us that request prior to May 7. We are currently in the "scoping period" for the EIS/EIR which is your opportunity to tell us what you want us to consider. While we welcome comments throughout the study, there has to be a deadline for scoping so we can get on with doing the work. Please go to the study web site (www.metro.net/westside) where you can find much more information from the now-completed AA, new information from the EIS/EIR underway, as well as how to contact us. At a minimum, please go to "Contact Us" at that site and fill out your information so we can keep you informed as the EIS/EIR progresses.

Thanks.

Jody Feerst Litvak
Regional Communications
Metro
1 Gateway Plaza
Los Angeles, CA 90012-2952
(213) 922-1240
LitvakJ@Metro.Net

From: Monks, David
Sent: Wednesday, April 15, 2009 11:52 AM
To: 'johnciacchi@gmail.com'
Cc: Litvak, Jody Feerst
Subject: FW: Westside Subway Extension Project

Hi John –

I am forwarding your email to Jody Feerst Litvak who is the Community Relations Manager for the Westside Subway Extension project. She can respond to you inquiry.

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Dave Monks

Metro Regional Communications

One Gateway Plaza, 99-8-2

Los Angeles, CA 90012

213-922-7456

monksd@metro.net

From: John ciacci [mailto:johnciacci@gmail.com]
Sent: Wednesday, April 15, 2009 5:52 AM
To: Monks, David
Subject: Westside Subway Extension Project

Dear Metro,

I have a question about the Westside Extension Project,

Why are they not considering a Monorail for Wilshire?

I've been reading a couple sites and it seems more profitable to build a monorail instead of ripping up the street and business closing.

Plus Monorails regularly operate at an amazing 99.9% reliability. No other form of transit can touch that number.

It seems to work for other cities!

http://latimesblogs.latimes.com/bottleneck/2007/05/monorail_to_the_1.html

<http://www.wilshiremonorail.com/Easy%20to%20Build.html>

<http://www.metrotransport.com.au/index.php>

<http://www.wilshiremonorail.com/The%20Wilshire%20Monorail%20Story.html>

<http://www.monorails.org/tmspages/MonoVs.html>

<http://www.wilshiremonorail.net/MonorailVsSubway.htm>

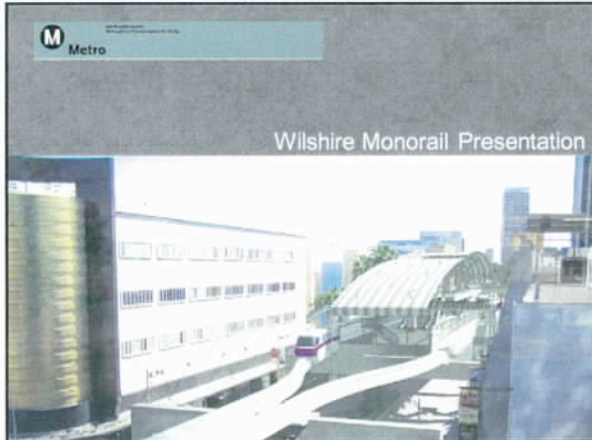
91c

<http://www.monorails.org/tmspages/LA1963.html>


Sincerely,

John Ciacci
Metro Rider

--
(.....).....-> Johnny



Wilshire Monorail | My Introduction



Let there be no misunderstanding, building a subway is a very expensive proposition and a very time consuming process. If you think otherwise, then just look back into LA's recent history of building the infamous Red Line subway. And if this unpleasant and costly lesson of trying to build underground is not convincing enough, then try saying "Big Dig" without a Boston accent.

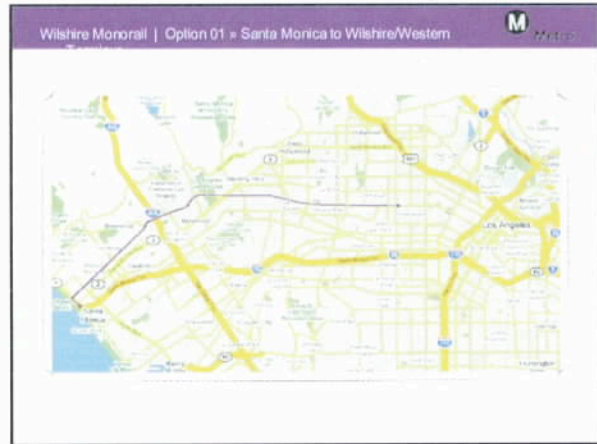
While the proposed "Subway to the Sea" would eventually cost far more than the currently projected \$350 million per mile to build, the Wilshire Monorail can actually be built for an estimated \$138.2 million per mile. And while the proposed subway will take a projected 20 years to complete, the Wilshire Monorail can be up and operating in less than five years. That translates to less than one-fourth the cost to construct and less than one-fourth the time to complete.

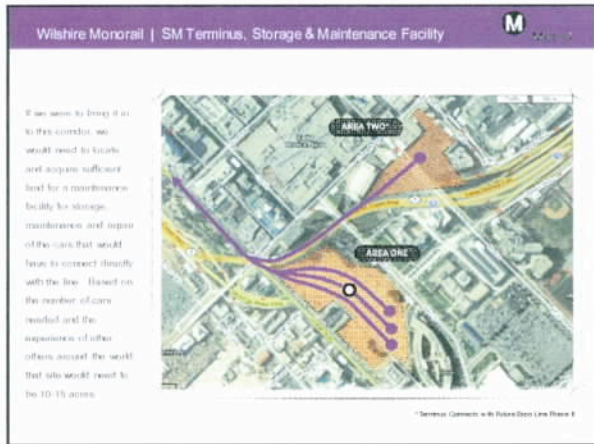
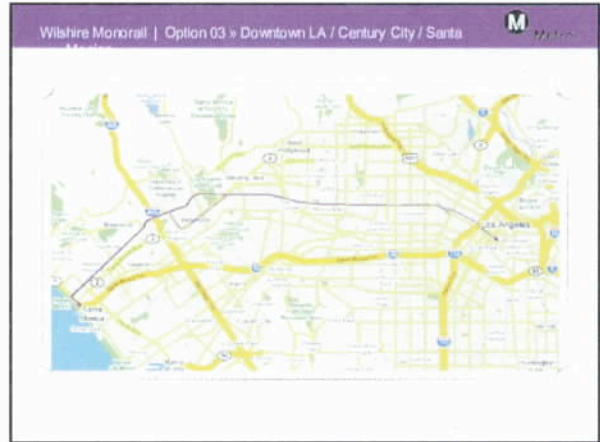
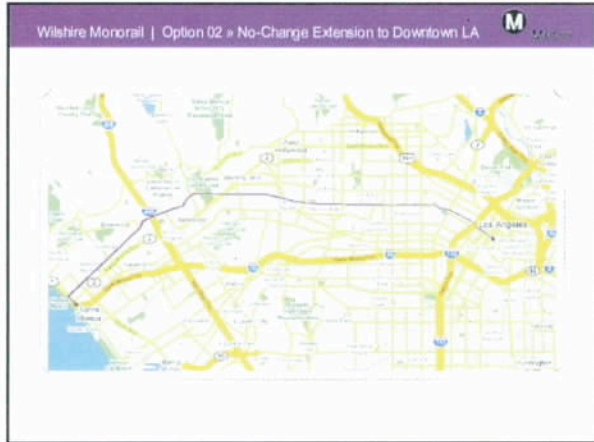
Wilshire Monorail | Facts & Figures

Table 1. Urban Monorails: System Installation Cost (Cost per Mile) (\$ Millions, 2002)

Osaka (Japan) Monorail system	19.2
Lafayette (Louisiana) Monorail	31
Kyushu (Japan) Monorail	25.9
Kuala Lumpur (Malaysia) mon	56.2
Las Vegas (USA) Project mon	106.1
Seoul (Korea) AGT mon	22.1
Osaka (Japan) Monorail mon	10.9
Average	138.2

The following capital and construction cost data in Table 1 have been drawn from such sources. For consistency, all data have been escalated to year 2002 dollars using CPI data from the US Department of Commerce, thus enabling a fair comparison of per-mile costs for systems built in widely different years.





Wilshire Monorail | Wilshire and Ocean Avenue

This is an example of two locations for stations. Depending on what type of monorail system the METRO 1010A for example has a Minimum Curve Radius of 40 meters.

TYPICAL URBAN ROAD LAYOUT

Source: www.1010a.com/1010a.html

Wilshire Monorail | Wilshire and 14th Street

Stop like those at 14th Street can run AT-GRADE, and the south lanes of Wilshire can be reserved for Monorail and the North Lanes for Autos. People arriving by car to Santa Monica can be directed to Lincoln to Santa Monica B&E, if they want to find the car park. Another option is to integrate the Wilshire 720 under the monorail, 020 will not be of any use anymore.

Source: www.1010a.com/1010a.html

Wilshire Monorail | Concept

Conceptual (TRC) Stations designed with high capacity to accommodate high bus volumes while allowing direct service. We would only need one bus lane in each direction because the monorail will be on top same space.

Wilshire Monorail | Wilshire and 25th Street

The cast modular structures allow the monorail system to be built at a fraction of cost and time as compared to a railway system. Arched support structure ensures a safe and solid foundation.

91g

5/11/2009

Wilshire Monorail | Wilshire and Bundy

The Wilshire Monorail will be quiet, quick and more environmentally and passenger friendly than other transit systems.

Wilshire Monorail | Wilshire and Granville » Concept

Wilshire Monorail | Wilshire and San Vicente

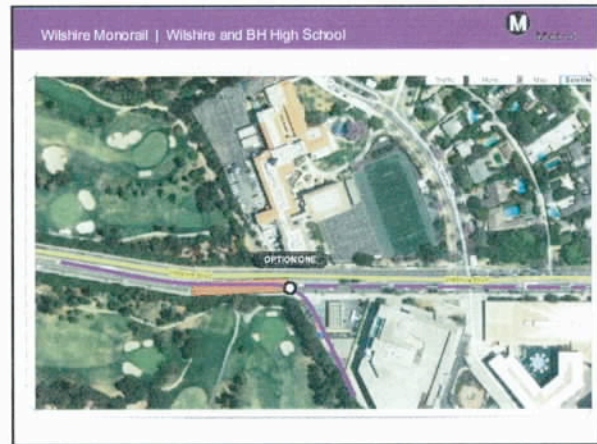
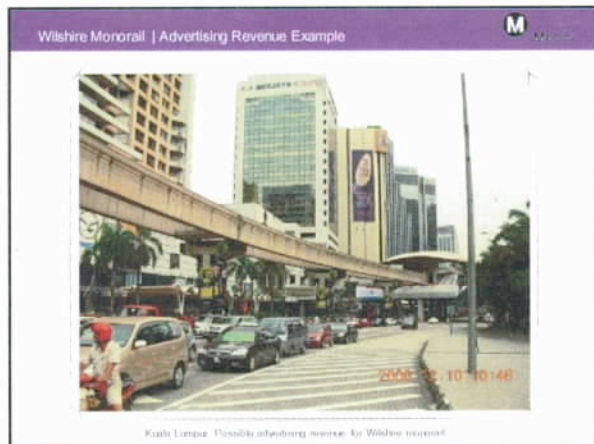
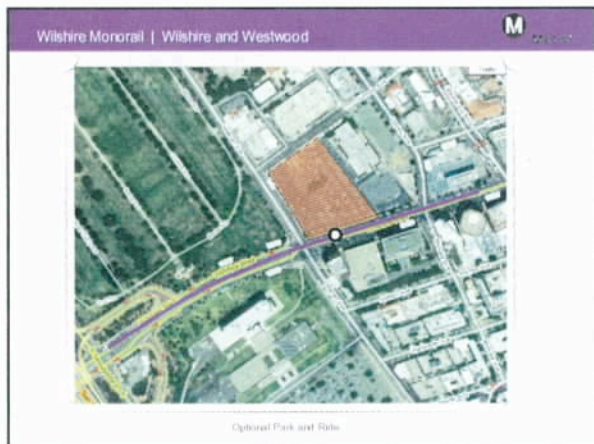
Ample use of space near San Vicente as possible station on the route close to VA Hospital

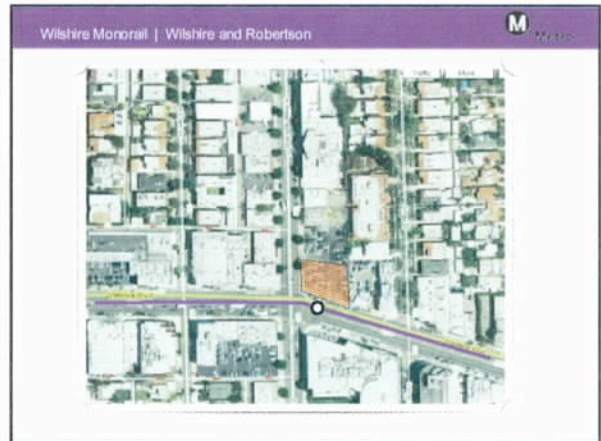
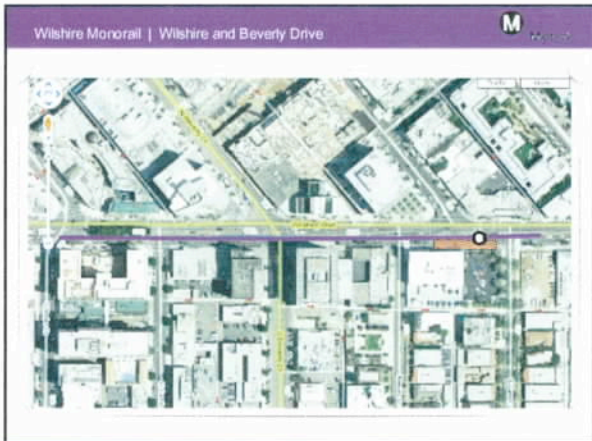
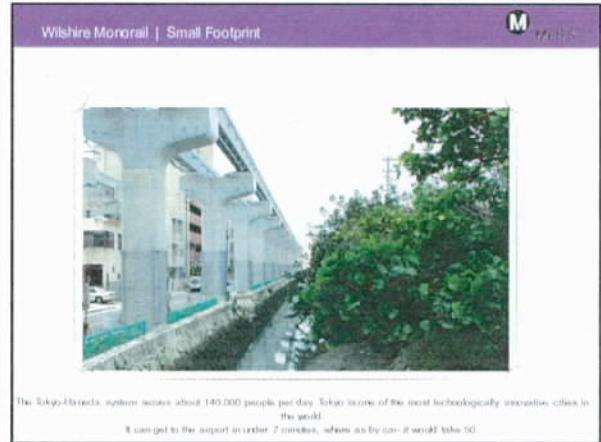
Wilshire Monorail | Wilshire and 405 Freeway Example

Monorail gets way blending in the fabric of downtown life. In the distance you can see a healthy guide to climb up over a pre-existing expressway

91h

5/11/2009



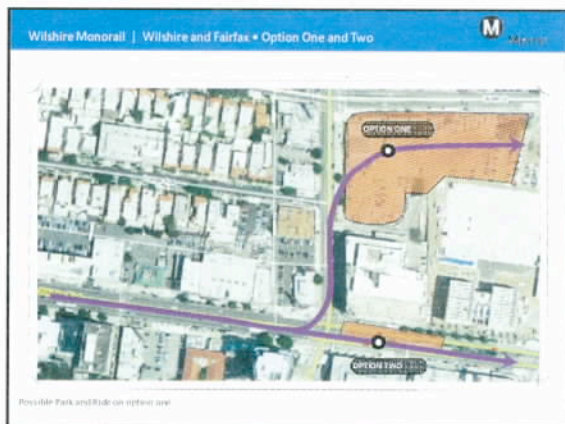
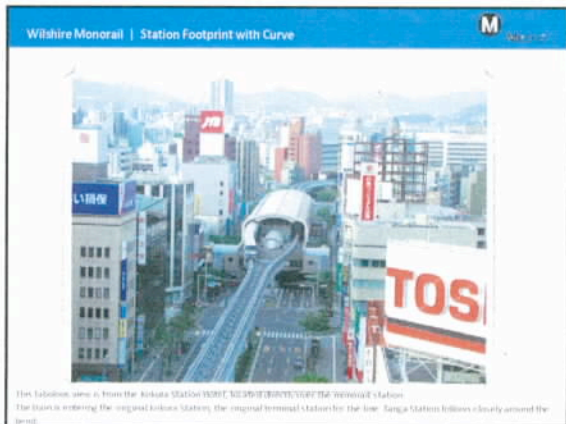
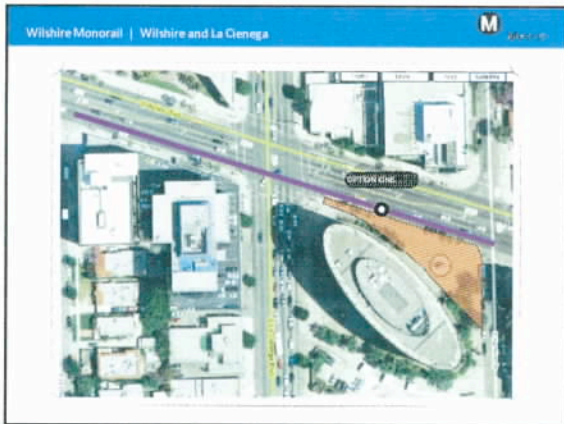


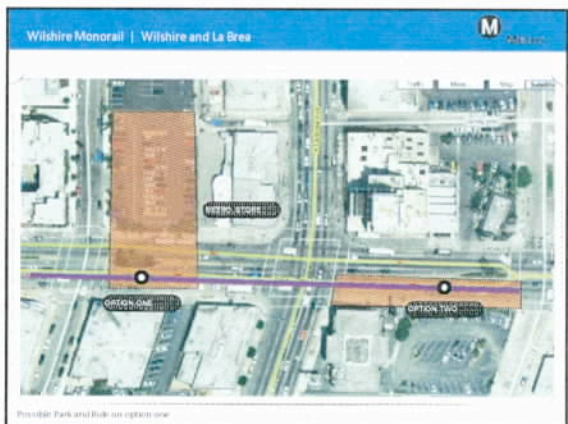
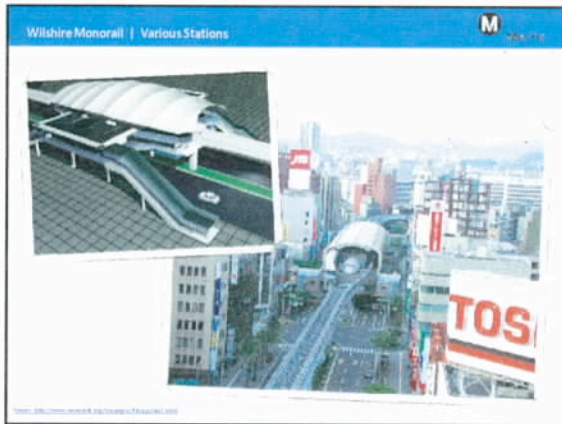
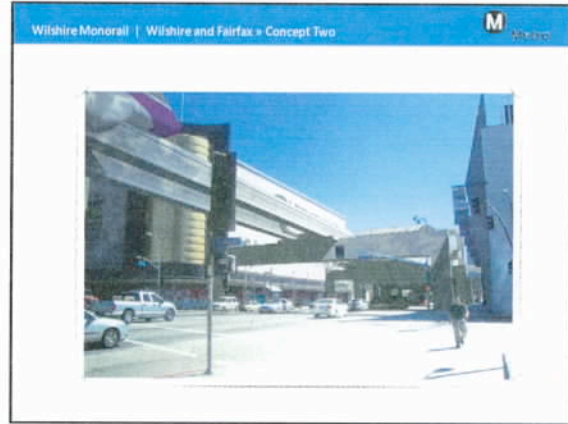
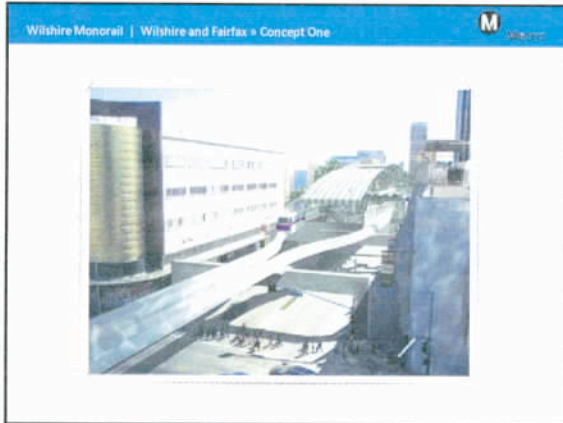
91j

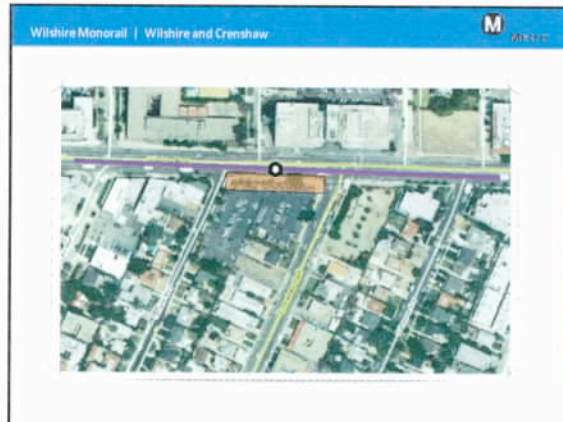
5/11/2009

MONORAIL
PRESENTATION
CONTINUED
IN PART TWO

MONORAIL PRESENTATION
CONTINUED
FROM PART ONE







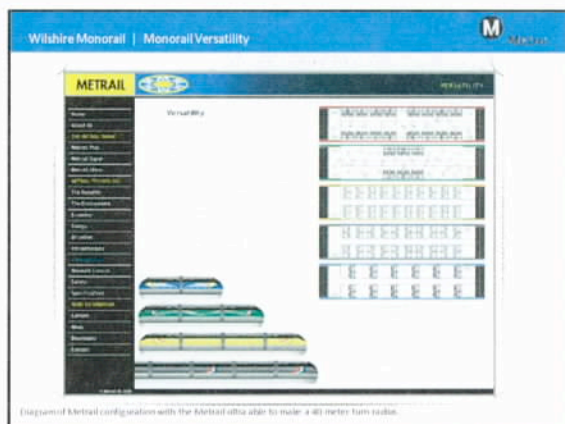
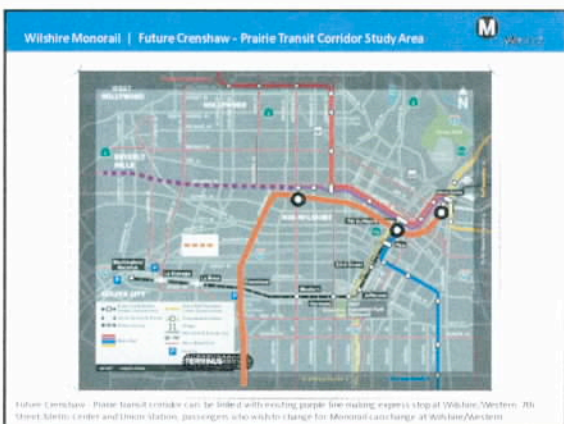
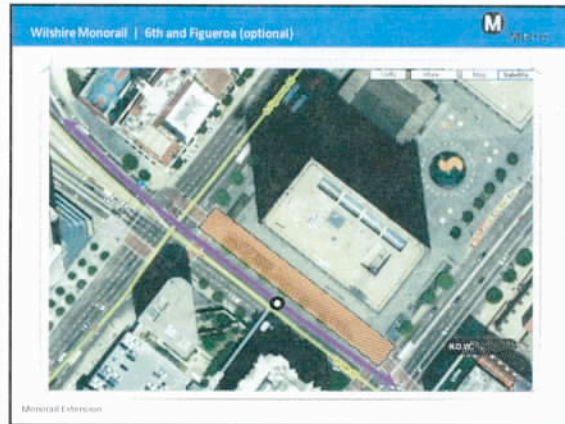
Wilshire Monorail | Fact & Figures

Monorail lifts

System	Capacity (people per hour per direction)	Speed (miles per hour)	Height (feet)
Monorail	55,000	30-60	10-15
Light Rail	10,000	40-50	10-15
Streetcar	5,000	15-25	6-8
Tram	5,000	15-25	6-8
Light Rail	10,000	40-50	10-15
Streetcar	5,000	15-25	6-8
Tram	5,000	15-25	6-8

If you check the www.metro.net site you would have seen a published capacity of 55,000 people per hour per direction. Metrolink is actually operating at the higher capacities they quote. The Los Angeles Times is trumpeting the fact that the existing LRTs have managed to carry 50,000 per day. I would suppose any system that can carry more than 25 times that amount should be considered capable. A three rail elevated system can have two monorails operating in the same direction so the 55,000 number should be doubled. Monorails can easily operate at 30 to 60 miles per hour because traffic interference is not a factor. A single beam monorail line could be put on each side of Wilshire and take up little more surface space than the light poles. Businesses would compete to have an aboveground station directly into their facility. This would be similar to the stations in the casinos on the Las Vegas Monorail. Monorails can operate normally when the traffic below is in gridlock.





Wilshire Monorail | Monorail Versatility

M METRO

Versatility

- The Metro Monorail is a versatile system that can be used in a variety of applications.
- It can be used for:
- Airport access
- Urban transit
- Resort transportation
- Cruise ship access
- Airport access
- Urban transit
- Resort transportation
- Cruise ship access




Diagram of Metro configuration with the Monorail able to make a 30 degree turn radius.

Wilshire Monorail | Contact

M METRO



FINAL THOUGHTS

Underground Metros are a waste of money as everybody knows that it is a mistake to build an underground in Los Angeles. That said, either bring back the Red Cars or make a Monorail. I choose the latter.

Thank you for reading my presentation.

CONTACT:

John Adair
me@johnadair.com
www.johnadair.com

USE:

Red, Orange, Gold Line, Rapid 90, 20, 9, 21
 SMM, C, METROLINK, AMTRAK

GO METRO!

Kristine Grillo

From: Mic M [micxer@earthlink.net]
Sent: Wednesday, May 06, 2009 2:50 PM
To: Westside Extension
Subject: Westside Subway Extension

Dear Mr. David Mieger, AICP, Project Director,

I am writing to express my strong support for the Metro Westside Subway Extension. Particularly Alternative #11, the Wilshire/West Hollywood Subway. This proposed route will serve the greatest number of Los Angeles residents and visitors. For example, if one wanted to travel from Hollywood to the westside, without the West Hollywood portion one would have to go all the way through downtown Los Angeles. While this is a simple example, it illustrates the logic of choosing this Alternative #11. In addition, I suggest the La Cienega station versus the San Vicente one, which should at least decrease construction costs somewhat.

Thank you for your consideration,

Joseph Mandula
West Hollywood
323-654-7840

Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Wednesday, May 06, 2009 11:53 AM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: neal
lastName: avron
organization: homeowner
emailAddress: neal100@earthlink.net
streetAddress: 1525 N. Ogden Drive
city: Los Angeles
state: CA
zipCode: 90046
Date: Wednesday, May 06, 2009
Time: 11:53:05 AM

comments:

I am in support of the Metro Purple line subway extension via Wilshire Boulevard to Santa Monica plus subway extension from Metro Red line Hollywood/Highland station via Santa Monica Blvd.

Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Wednesday, May 06, 2009 11:24 AM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Jon
lastName: Larson
organization:
emailAddress: jondlarson@sbcglobal.net
streetAddress: 1607 Courtney Avenue
city: Los Angeles
state: CA
zipCode: 90046
Date: Wednesday, May 06, 2009
Time: 11:23:36 AM

comments:

I strongly support the Metro Purple Line Subway Extension via Wilshire Boulevard to Santa Monica plus Subway Extension from Metro Red Line Hollywood/Highland Station via Santa Monica Boulevard.

Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Thursday, May 07, 2009 2:50 AM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Carlos
lastName: Montano
organization:
emailAddress: TheEmotionalIdiot@yahoo.com
streetAddress: PO BOX 11221
city: Burbank
state: CA
zipCode: 91510
Date: Thursday, May 07, 2009
Time: 02:49:39 AM

comments:

I am extremely excited for the future of Los Angeles and what Metro has planned for the city. I do share a common concern though amongst people that live in the Valley. It would be great also to include the Pink Line to connect the 2 million people that live in the Valley to the Westside. I understand funding is tight, but Metro must take into consideration the residents North of L.A. to make it more accessible to the general public. A Hollywood/West Hollywood spur should definitely be part of the final 'product.' Also, it would be ideal for the subway to be a boon to our cultural centers on Wilshire. LACMA on Fairfax and Wilshire and Broad's new museum on Wilshire and Santa Monica and also the Hammer museum on Wilshire and Westwood. Not to mention that Wilshire and Westwood would service the UCLA area. It would be nice to have Metro stations that interact with the city, as opposed to being surrounded by a big surface parking lot a la North Hollywood.

On a different note, is the red line ever going to extend to Burbank Airport? Also, when is the Orange Line going to be turned into light-rail? Thanks! =)

96

Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Thursday, May 07, 2009 1:20 AM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Suzanne
lastName: Summmers
organization:
emailAddress: suziesum@verizon.net
streetAddress: 10639 Wellworth Avenue
city: Los Angeles
state: CA
zipCode: 90024
Date: Thursday, May 07, 2009
Time: 01:20:17 AM

comments:

Why weren't the residents notified of meetings? Only one of my neighbors heard about the meeting by chance. We have a problem with the water table now. I hate to think what will happen after the subway is there. What about the high rise buildings on Wishire Blvd. How deep can you go? Polution?

We are on a fault line. Our property values? Crime? Noise polution? Why can't you take Santa Monica Blvd. to the beach, it is a flat street, or Olympic Blvd?

Please contact me

97

Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Wednesday, May 06, 2009 5:36 PM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Michael
lastName: :Lowenstam
organization: BridgePoint at Beverly Hills
emailAddress: bridgepointed@islllc.com
streetAddress: 220 N. Clark Drive
city: Beverly Hills
state: ca
zipCode: 90211
Date: Wednesday, May 06, 2009
Time: 05:35:45 PM

comments:

I am in favor of extending the line throught Beverly Hills.Many of the residents living here would use it to access points of interest around los angeles.

Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Wednesday, May 06, 2009 5:31 PM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Charlotte/ Michael
lastName: Novom/ Stone
organization:
emailAddress: cnovom@novom.com/ mstone@novom.com
streetAddress: 1623 Courtney Ave
city: Los Angeles
state: CA
zipCode: 90046
Date: Wednesday, May 06, 2009
Time: 05:30:30 PM

comments:

We support the "Metro Purple Line Subway Extension via Wilshire Boulevard to Santa Monica plus Subway Extension from Metro Red Line Hollywood/Highland Station via Santa Monica Boulevard

99

Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Wednesday, May 06, 2009 5:23 PM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Olga
lastName: Ruano
organization:
emailAddress: ruano.olga@gmail.com
streetAddress:
city: Los Angeles
state: CA
zipCode: 90034
Date: Wednesday, May 06, 2009
Time: 05:22:43 PM

comments:

We need TODs with affordable housing units! pedestrian-friendly streets and nice bus shelters.

100

Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Thursday, May 07, 2009 1:44 PM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Rudyard
lastName: Clark
organization: Transit Advocate
emailAddress: Ruds1979@yahoo.com
streetAddress:
city:
state:
zipCode:
Date: Thursday, May 07, 2009
Time: 01:43:37 PM

comments:

I prefer Alternative # 11 to be implemented; with the following station selections: Santa Monica and San Vicente Blvds. station; Century City centric station; and Westwood/UCLA-centric station.
Alternative 11 would provide a direct one-train connection from Hollywood and West Hollywood to Beverly Hills, Century City, Westwood, and Santa Monica. The Santa Monica / San Vicente station seems to be closest to the numerous commercial amenities along Santa Monica Blvd. The Century City-centric station is right in the center of Century City. The WestwoodUCLA-centric station would be closest to the vast medical center complex, the main UCLA campus, and to the university athletic venues (as well as to the commercial amenities of Westwood Village).

101

STATE CAPITOL ROOM 4035
SACRAMENTO, CA 95814
TEL (916) 651-4023
FAX (916) 324-4823

DISTRICT OFFICE
2716 OCEAN PARK BLVD. STE. 308B
SANTA MONICA, CA 90405
TEL (310) 314-5214
FAX (310) 314-5263

California State Senate

SENATOR
FRAN PAVLEY

TWENTY-THIRD SENATE DISTRICT



COMMITTEES
NATURAL RESOURCES & WATER
CHAIR
TRANSPORTATION & HOUSING
FOOD & AGRICULTURE
ENVIRONMENTAL QUALITY
BUDGET
HEALTH

May 7, 2009

Mr. David Mieger, AICP
Project Director and Deputy Executive Officer
Metro
1 Gateway Plaza, MS 99/2/5
Los Angeles, CA 90012

Re: Draft EIR/EIS for Westside Subway Extension

Dear Mr. Mieger,

I am writing to offer my comments and concerns about the Westside Subway Extension project, which will run through my state senate district as it hits Beverly Hills, UCLA and Santa Monica.

With the money we have now and under our current economic constraints, I support Alternative 1. The Wilshire Corridor is one the most dense in Los Angeles, and those who use it desperately need another option to get back and forth from the west side to downtown.

If the money is available, I also support Alternative 11. Linking the Red Line's Hollywood/Highland station to the Purple Line via West Hollywood and Beverly Hills is a logical, if not necessary, component to traffic relief on the west side. Along that route, I would highly recommend a stop at Cedars-Sinai Medical Center/Beverly Center, two major employment centers.

I also want to make sure that when the Purple Line arrives at UCLA, it arrives at UCLA. Making riders exit at Wilshire/Westwood and walk the half-mile to the southern end of the campus seems unnecessary and reduces ridership. The train should stop a little farther north and drop off students and employees closer to campus. The Expo Line will bring riders to USC's front door. The Purple Line should do the same for UCLA.

Perhaps most importantly, the subway needs to go all the way to Santa Monica. It would provide a key link between that city and UCLA and Beverly Hills, not to mention West Hollywood and Hollywood if Alternative 11 is built. The Expo Line will take riders from Santa Monica to downtown, but not through major employment and entertainment centers besides USC. If the Purple Line stops just west of the 405, as has been mentioned in the scoping meetings, it will cut off Santa Monica residents from a viable public transit connection to UCLA and beyond. If it is truly going to be a "subway to the sea," it needs to go all the way to the coast. Millions of commuters and tourists now rely on the 10 Freeway and surface streets to get to and from Santa Monica.

Lastly, this project needs to be built as quickly and efficiently as possible, taking into account the disturbances it will create for local residents. I think those along the route will take the short-term pain of construction for the long-term gain of a subway long overdue.

This project is very important to me and my constituents in the 23rd District. If there is anything I can do to help, please don't hesitate to ask.

Sincerely,

A handwritten signature in cursive script that reads "Fran Pavley".

Senator Pavley
Senate District 23

Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Thursday, May 07, 2009 11:58 AM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: DAVID
lastName: DE SALVO
organization:
emailAddress: daviddesalvo@owen-desalvo.com
streetAddress: 1546 North Stanley Avenue
city: Los Angeles
state: CA
zipCode: 90046
Date: Thursday, May 07, 2009
Time: 11:57:53 AM

comments:

I believe that the Metro Purple Line Subway Extension via Wilshire Boulevard to Santa Monica plus Subway Extension from Metro Red Line Hollywood/Highland Station via Santa Monica Boulevard is an important addition to our city and I support it.

Scoping Comments on Westside Subway Extension

Darrell Clarke

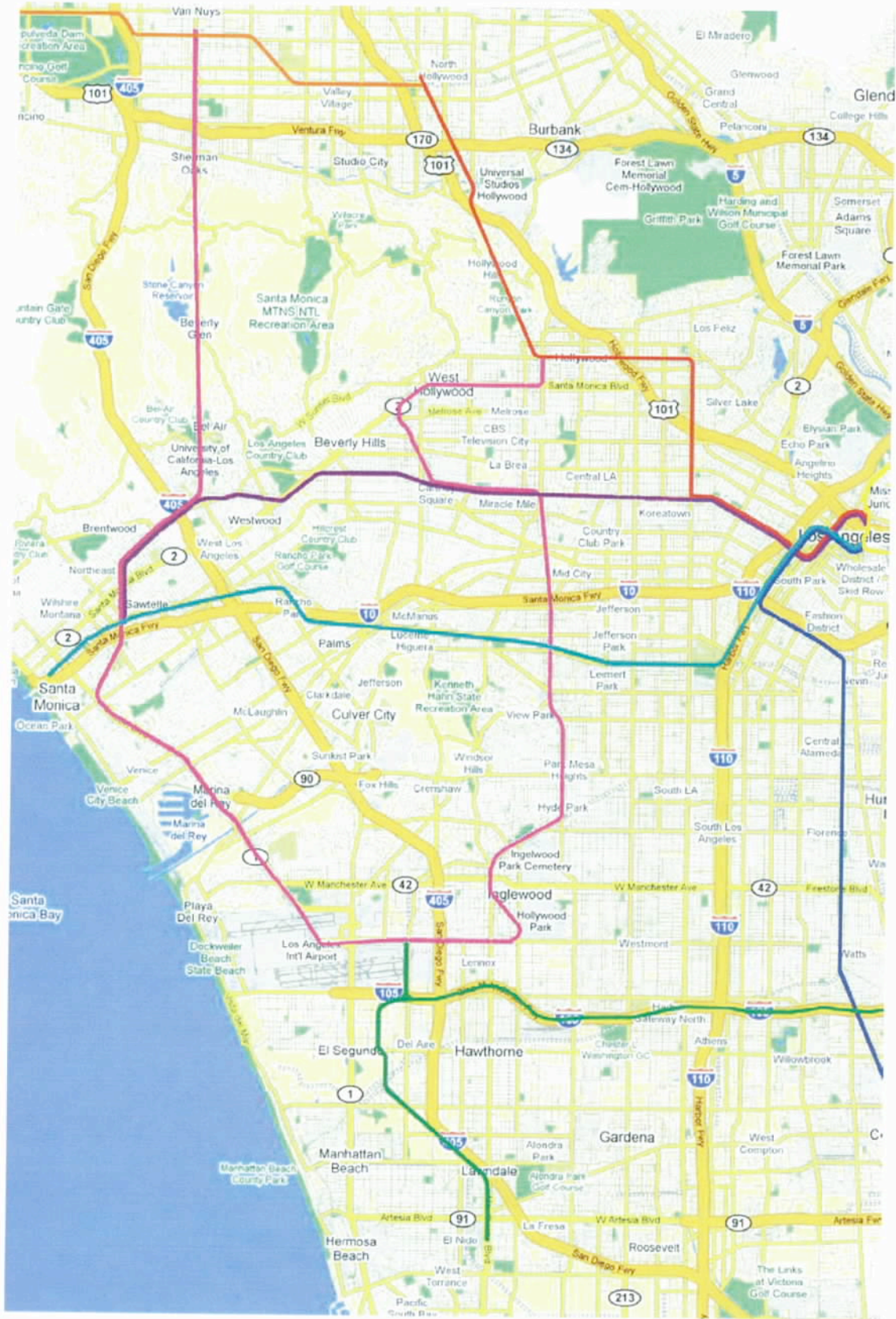
May 7, 2009

It's important to have a vision for the larger Westside rail network – especially future north-south lines that would create a larger grid – in order to best plan the Wilshire subway. The following page is a discussion map for that purpose.

1. If the Purple Line MOS-3 goes to Bundy (one stop west of the 405), suppose it turns south one more station to end at the Expo Line station at Bergamot Station / Olympic / 26th, rather than continue west along Wilshire to downtown Santa Monica.
2. Suppose the future line to the Valley uses LA's heavy rail mode. It could then share this section of Purple Line to get a head start south toward LAX. It would share the Westwood Village station and could have a second station on the north part of the UCLA campus.
3. Neither Lincoln nor the I-405 corridor has a reasonable surface right-of-way. If either is therefore to be in subway, and one were to pick one, there are more destinations and housing density along Lincoln. Therefore continue this subway south from Expo / 26th along the Lincoln corridor. Potential stations include:
 - Ocean Park / Lincoln (serves dense Ocean Park residential, and Santa Monica already plans to rezone for a transit village at the Albertson's site on the SE corner)
 - Venice / Lincoln (serves Venice and connection with Venice Blvd. buses)
 - Marina del Rey
 - Playa Vista / Loyola Marymount
 - If it's in a subway, how about a station within the LAX terminal loop?
4. Similarly, suppose you combine the West Hollywood subway branch with the Crenshaw line to create a continuous north-south line. Rather than turning west at La Cienega it would turn east and share Wilshire's stations at Fairfax and La Brea, then turn south where, again, there's no surface right-of-way. Potential stations are:
 - Pico / San Vicente / Venice, aka Mid-City, aka Vinyard
 - Crenshaw / Expo
 - Crenshaw / MLK / Leimert Park
 - Crenshaw / Slauson
 - Manchester / La Brea / downtown Inglewood (feasible if in subway)
 - Hollywood Park redevelopment
 - Century / Aviation / Green Line

This would be really expensive. Although a statistic for the Red Line was the cost of the finished tunnels was 15% of the total, while the finished station boxes were 50% of the total. Use as few stations as possible, which is also good for speed on longer trips.

As a rider I'd like it to become aerial where possible, such as south of Marina del Rey.



Some variations on this concept include:

- Light rail along I-405 from San Fernando Valley – Westwood (transfer to Purple Line subway at Wilshire / Veteran?) – Expo Line – Howard Hughes Center – Sepulveda – LAX Lot C – Green Line
- Light rail along I-405 and Lincoln from San Fernando Valley – Westwood – Expo Line – Santa Monica downtown – Lincoln – LAX Lot C – Green Line
- Subway from Hollywood – West Hollywood – La Cienega – Westwood – San Fernando Valley (although this would require transfers from the Valley to LAX), leaving light rail along Crenshaw from the Expo Line to LAX as currently proposed.



Roderick J. Wood, City Manager

Mr. David Mieger, AICP
Project Director and DEO
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

May 6, 2009

RE: Westside Subway Extension Draft EIS/EIR

Dear Mr. Mieger:

Thank you for the opportunity to comment early in the scoping process of the Westside Subway Extension Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR). The City of Beverly Hills will actively participate in the Draft EIS/EIR process as the two subway alternatives identified as part of the Alternatives Analysis approved by the Los Angeles County Metropolitan Transportation Authority (Metro Board) in January 2009, would travel through and have stations within the City of Beverly Hills as follows:

1. Wilshire Boulevard Alignment Heavy Rail Transit (HRT) Subway: This alternative alignment would extend under Wilshire Boulevard within the City of Beverly Hills with stations at La Cienega Boulevard and Beverly Drive. The City's citizen based Mass Transit Committee unanimously recommended this alignment including station locations in January 2007. The City of Beverly Hills City Council received the Committees' recommendations but has not taken a formal position pending the information from the EIR.
2. Wilshire/Santa Monica Boulevard Combined (HRT) Subway: This alternative would extend from the Hollywood/Highland station and connect to a station at La Cienega and Wilshire Boulevards as identified in Alternative #1. The City needs more information to assess this alternative.

Considering the density along the Wilshire Boulevard commercial corridor and the amount of commuter traffic throughout the day, the City would like to officially document the following concerns and issues to be addressed during the Draft EIS/EIR process:

3. Interface issue(s) associated with the possible connection of the Wilshire/Santa Monica Combined HRT with the Wilshire HRT at the Wilshire/La Cienega Boulevard station sit at a separate time frame:
 - a. What will the construction impacts be at and surrounding the La Cienega/Wilshire Boulevard station?

- b. How will the station initially be designed to accommodate transfers?
 - c. How will the tracks connect?
 - d. How will the station and tracks be configured to address the wide radius required to accommodate the curve?
 - e. Will there be "punch-out walls?"
4. Location of the construction staging area of all construction equipment (both commercial and heavy equipment) and duration of use.
 5. Size and location of construction entrance at stations for soil excavation and duration of use.
 6. Construction haul routing for equipment, soil removal, materials and feasibility of transporting soil "through the tunnels" and excavate at a location that has less impact to neighboring businesses.
 7. Design, layout, and entry/exit portals of the station sites and necessary easements with the commercial entities.
 8. Whether parking is to be provided at the proposed stations.
 9. Parking demand and trip generation associated with the proposed stations.
 10. Effects of stations on other transit (e.g. transfers, routing, headway, etc.).
 11. Safety and sustainability of above-ground infrastructure/buildings (the City's Mass Transit Committee recommendation included a preference that the route at the west end of Beverly Hills continue under Wilshire Boulevard and veer southwest under Santa Monica Boulevard to Century City rather than under commercial and residential properties).
 12. Safety and sustainability of underground drilling throughout the corridor and potential noise and vibration impacts.
 13. Time required for street closures during station construction.
 14. Traffic control and routing during planning and construction phases of the project.
 15. Employee parking and staging, both within the Beverly Hills city limits and in neighboring jurisdictions.
 16. Defined pedestrian safety routes.
 17. Travel and parking impacts to local commercial and restaurant businesses along the entire construction corridor.
 18. Cut-through traffic impacting residential streets.
 19. Changes in bus travel times and frequency on Wilshire Boulevard, and possible diversion of bus routes through collector or local streets during construction.

20. The Wilshire/Santa Monica Combined HRT alternative also includes a station location in the Cedars-Sinai/Beverly Center Area. The aforementioned construction issues associated with a station in this location will be of interest to Beverly Hills.
21. Any additional demands on City infrastructure, utility, and public service impacts.
22. While economic issues are ordinarily outside of the purview of EIRs and EISs, the City requests that the Metropolitan Transportation Authority consider the following:
 - a. Economic impacts during construction on City businesses and City tax receipts.
 - b. Decreased city revenue due to lost new development opportunities.
 - c. Long term economic benefits from operation.
 - d. Is there an expectation of increased development density around stations?

The City of Beverly Hills may provide further comments as Phase 1 of the planning and development of the Westside Subway Extension Draft EIS/EIR process proceeds.

Thank you.

Sincerely,



RODERICK J. WOOD
City Manager

Cc: David Gustavson, Director of Public Works & Transportation
Susan Heely Keane, Director of Community Development

105

J | S | M

May 7, 2009

Mr. David Mieger, AICP
Project Director and Deputy Executive Officer
Metro
1 Gateway Plaza, MS 99/2/5
Los Angeles, CA 90012

RE: Metro station or portal at the southeast corner of Wilshire Boulevard and Federal Avenue

Dear Mr. David Mieger:

Per our phone conversation on December 17, 2008, JSM Capital, LLC would like to enter into discussions with Metro regarding hosting a MTA station or portal at the southeast corner of Wilshire Boulevard and Federal Avenue (Wilshire/Federal). JSM Capital has entered into an agreement with the United States Army to exchange approximately ten acres of U.S. Army Reserve (USAR) Real Property located at Wilshire/Federal.

As discussed, JSM Capital believes that a station or portal at Wilshire/Federal would be a positive amenity for the local area and would be a significant enhancement to the Westside Subway Extension.

We appreciate Metro's consideration of a Wilshire/Federal station or portal as part of the Westside Subway Extension, and would like an opportunity to participate in the scoping process and to meet with you to discuss this significant site.

Regards,



Darrel Malamut
Development Manager
JSM Capital, LLC

Wilshire / Federal Army Land Exchange

Outline Presentation

May 7, 2009



J | S | M

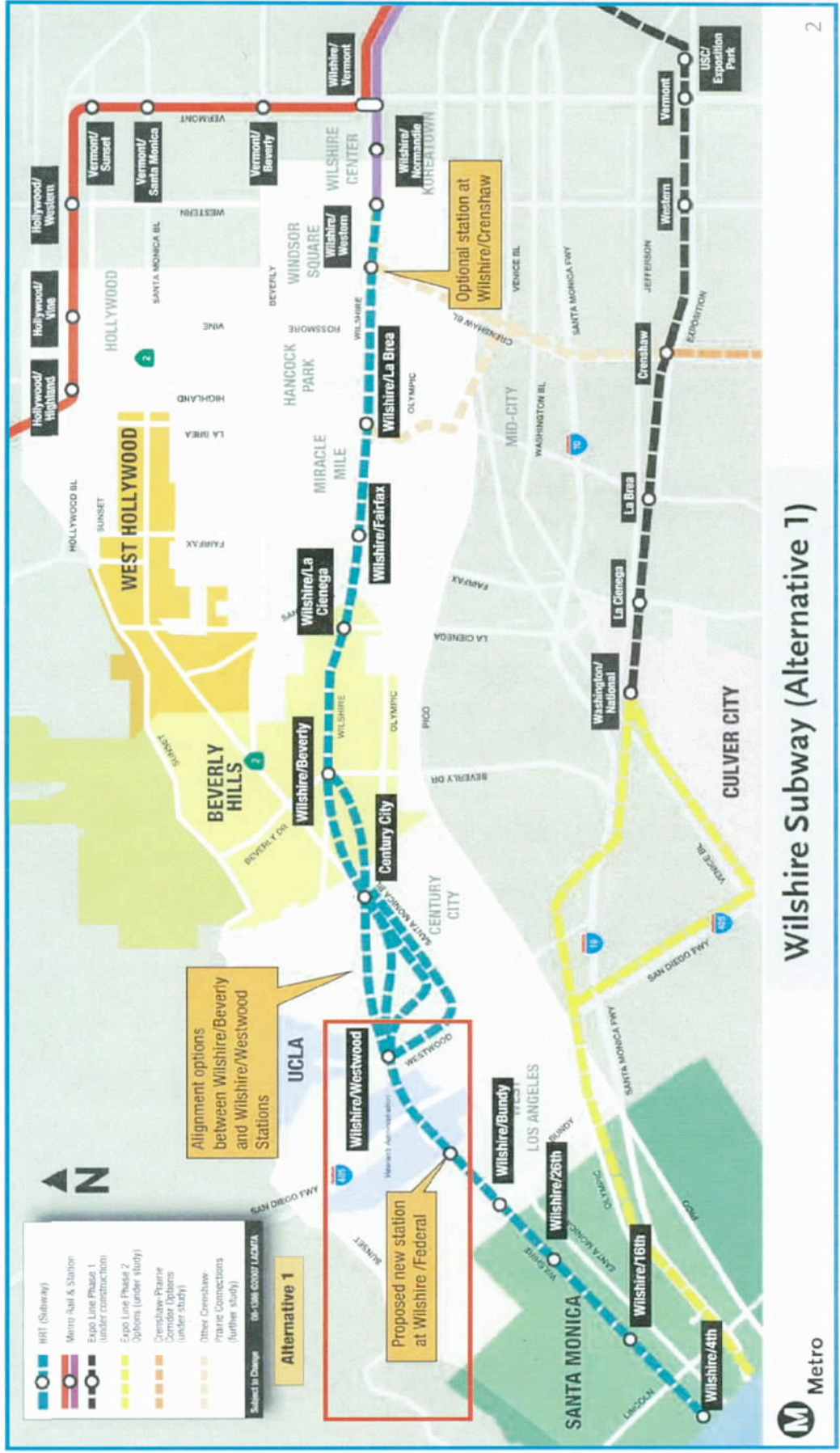


Metro

105a

November 4, 2008 – Measure R was approved

A MTA Station at Wilshire/Federal became a reality



Wilshire Subway (Alternative 1)

1056

Metro – it's coming.
And Wilshire/Federal makes it a reality!

“The site at Wilshire and Federal could be a significant enhancement to the MTA’s Master Plan, allowing a Metro system to travel west of the 405 freeway.”

Denny Zane
Former Santa Monica Mayor
Spearheaded Measure R

Metro – it's coming.
And Wilshire/Federal makes it a reality!

- Why will Metro come to our site:
 - Developer will host a MTA Station or Portal
 - Staging area to be discussed
 - No need for eminent domain

“We need to look to new ways of increasing transportations revenues. **Public-private** partnerships can stretch limited public funds“

Roger Snoble, CEO
Los Angeles County MTA

Wilshire / Federal Army Land Exchange

Outline Presentation

May 7, 2009



J | S | M



Metro

105e

Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Friday, May 08, 2009 3:10 PM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Kenneth
lastName: Dorshkind
organization:
emailAddress: kdorshki@mednet.ucla.edu
streetAddress: 10708 Wellworth
city: Los Angeles
state: CA
zipCode: 90024
Date: Friday, May 08, 2009
Time: 03:10:27 PM

comments:

The idea of a subway for the Westside is a wonderful idea and should have been done years ago. That being said, tunneling under long-established neighborhoods is not a good plan. It is my understanding that is one option to connect Century City to Westwood. It would seem to serve the community better if the route followed Santa Monica Blvd. and then North on Westwood. In addition to avoiding neighborhoods, it would serve the public by allowing for stops on main thoroughfares.

Metro Westside Subway Extension Comments

Sent to Project Director David Mieger AICP

At westsideextension@metro.net on May 7, 2009

By Phil Brown, Architect at PJBarch@DSLextreme.com

Mr. David Mieger:

As you may know I have been trying to make a contribution to the subway extension study that is both comprehensive regarding transportation and includes good land use planning. What I have noticed is that at this point of development in the LA Basin, one strong transportation corridor in effect almost defines a land use and transportation Master Plan for the rest of the Basin. I think I may have come across a solution that supports your objectives through Metro and my efforts as well.

Three goals were set out. First to provide a good corridor for the subway extension and of course this has primarily been the work of yourself and Metro by choosing good basic alternatives. Secondly the goal is to have the subway extension fit well into the existing and future pattern of land uses of the LA Basin so as to comprise good planning. The third goal is to solve for elimination of vehicular congestion in the LA Basin. It makes sense to me that after spending billions of dollars that these three goals should be met.

I had been thinking that a third "build alternative" would be necessary to achieve the three goals. I happened to have had a conversation with Ray Tellis the Team Leader for FTA who looks over transit projects including the subway extension. He cautioned that a third "build alternative" would be difficult to develop at this point in the process. Understanding this I see that a small alteration to Alt #11 brings the three goals together in a plan.

Being aware now that a strong transportation facility developed in the Wilshire corridor leads to two unintended negative consequences I propose the following alteration to the Alt #11 plan. By omitting the subway portion from Western Avenue to the proposed Wilshire/ La Cienega station, that should be enough to keep the Wilshire corridor from making an unsolvable vehicular bottleneck in Beverly Hills (BH) and from inducing too much transportation and land use change into the unique LA feature of centrally established residential communities surrounded by major and regional employment. The remainder of Alt #11 is as proposed. I would think that the three stations that would be omitted (Crenshaw, La Brea and Fairfax) would be the lowest ridership stations in the system, so maybe not much is lost by doing that regarding justifying subway costs with ridership. It should also be mentioned here that half of the existing 18,000 bus trips that now occur in the Wilshire corridor would follow the new westerly subway alignment down the SMB corridor.

The BH bottleneck has repercussions throughout the central set of residential communities. With a Wilshire subway and commercial development that follows it, and of course traffic following that; a certain amount of vehicular traffic is established. But now there is a lineal commercial core so to speak going from Downtown to Beverly Hills and beyond. A very major transportation corridor is in the making. It has been established that major development should occur right down the middle of the Basin. The bottleneck in vehicular traffic occurs in BH where the Wilshire corridor traffic encounters the Santa Monica Boulevard (SMB) corridor traffic. At some point in time with one-way pairs or equivalent capacities (75,000 vehicles in Wilshire and over 90,000 in SMB) all the land use between SMB and Wilshire is severely impacted. If you recall my 1972 Flow Boulevard plan Burton Way is paired with Wilshire in BH; it becomes a very unworkable condition. Yet that is what is implied with a strong Wilshire transportation corridor. However if the SMB corridor is a very major transportation corridor and the Wilshire corridor is not, a very workable solution in the long term can be made for traffic not destined to BH; a one mile tunnel for thru traffic under SMB from the City Hall to Century City. That is maybe 40-50 years away, but there is a solution. Not so in a strong Wilshire corridor. A weaker mainly residential corridor with some commercial as it is now; should be manageable and be the objective regarding vehicular traffic in BH.

A further unintended consequence with a strong Wilshire transportation corridor continues with BH being a bottleneck. The by-pass to the bottleneck becomes a fully developed one-way pair in the Olympic-Pico corridor. Now there will be traffic and land use disruption occurring from Western Avenue to beyond the 405 in what are perfectly stable and established mainly single family residential communities.

Two questions come forward. Why induce so much land use change and transportation redevelopment in perfectly good residential communities when there are other areas in the city that need change and redevelopment? Namely areas near Downtown that can be built in combination with improved transportation facilities and connected to employment centers as the state law SB 375 now is looking for. And they lend themselves to a full range of needed housing from low, moderate, middle income levels and even up-scale luxury housing within Downtown.

I keep bringing up the subject of vehicular traffic in what is mainly a subway extension study but I see these are real problems that effect how people will be able to circulate within the Basin. There are many more person trips (pt) in vehicles (autos and buses) than in a subway. I recall counting an increase in the east-west direction of some 330,000 pt (cordon line Fairfax) for 2030. Adding the north-south increase of pt there is an increase in the vicinity of 600,000 pt with a total of over 2.2 million through trips and destined exchanging trips within the Basin in the year 2030. I would guess there would be in effect about 35,000 new subway riders about mid-way (Fairfax cordon line count) and then an additional

set of riders moving from bus to the subway for a total of maybe 50,000 subway riders. I can't see the rationale for generating so many impacts to how the Basin works for such a few number of transit riders. If some of their long range trips are 8 or 12 minutes longer that seems to be a reasonable compromise. It is reasonable for the subway line to be adjusted so that there is an adequate accommodation for allowing vehicular circulation in the Basin and to avoid major land use disruptions.

Viewing the Alt #11 with the 4 mile omission and the Expo Line in plan; a nice rail transit loop around the LA Basin is being developed. This corresponds to the travel demand corridors that my Manual Assignment Transportation Analysis technique has implied. These diagrams can be seen on the Flow Boulevard website at www.FlowBlvd.com (or www.FlowBoulevardPlan.com) in the Travel Demand segment (click on menu to pull it up then scroll). So transit corridors are following travel demand which is as it should be. Speaking of Flow Boulevards and Loops there is a 30 mile LA Basin Flow Boulevard Loop Plan on that same website. This plan acknowledges that with a subway in the SMB corridor, which is a strong person trip corridor; there will even be more trips in vehicles than riders in the subway. The subway will need the backup of a Flow Boulevard to solve for the travel demand in that SMB corridor. If the subway had a total of 50,000 riders at Fairfax there would likely be a demand in the vicinity of 80,000 vehicles which would justify a Santa Monica Flow Boulevard (SM/FB). This is a bit stronger in total pt than in the original assignment that I made in my analysis for the SMB corridor (on the website). I have since recognized that some trips formally assigned to the Venice/ Washington corridor would more than likely be attracted by the SM/FB. This still means that a SM/FB would be a stage one FB without any fancy grade separations and the like, so the SM/FB would certainly fit within the definition of TSM which is a part of your study. The stage one FB with one-way vehicular operation is shown on the website. The website opens when logging on to the correct general area of the site; then click on page 2 to go the Santa Monica FB Plan. A full description of the proposed FB corridor from the 5 freeway to the 405 freeway is made.

This brings up the issue of the Metro TSM proposal of adding buses on most of the major boulevards in the Basin. I am aware of the City Planning Departments' inclination of adding mixed use (housing over shops, etc) on major boulevard in their Community Plans. I can see that this can eventually led to circulation problems in time as more signals are provided for pedestrians to cross streets with regular two-way traffic. As signals cluster much below half mile separations they cannot be synchronized as you know and they typically become 8 mph crawls with capacities around 400 to 500 vehicles per lane per hour (like Melrose is now). This can lead to gridlock over a large area. Again there is need to have some Flow Boulevards related to the general grid so longer distance travelers can get through to and from work center destinations. The Flow Boulevard is conceived to incorporate both high vehicular capacity and high density land use in corridors. A FB is also conceived as a staged improvement

corridor which responds with an increase in vehicular capacity as housing and density increases in the corridor. This is also explained fully in the before mentioned website; click on the menu selections of "How the FB Works" and "Elements" sections.

I think the introduction of a FB one way pair in the Santa Monica Boulevard corridor can be thought of as in what might be called an expanded TSM program. And it would be a very much needed facility to solve for expected travel demand in that corridor. The existing boulevard vehicular counts are already excessive; Sunset Boulevard with about 55,000 vehicles/day, SMB with over 45,000, Beverly Boulevard over 40,000. I have not refined my projection and assignment for that corridor lately but it is in the range of an increase from 2005 to 2030 of approximately 100,000 pt. The SMB corridor (state route 2) has a naturally strong travel demand, but now it will be attracting an even greater amount of increases by being a subway and development corridor. A thought has occurred to me that a high capacity land use corridor that is partially generated by the FB facility itself should help in justifying higher ridership in that corridor and therefore help justify the subway. Maybe a conversation is worthwhile to see how aspects add up in that regard. There is of course the cost savings of not building the 30 miles of the FB Loop, but only building that amount of FB that occurs in the SMB corridor and solves for travel demand in that corridor. And further, there are all kinds of travel demand projections. My projection is for a little over 0.8% of population increase per year which I understand to be standard. With anti sprawl legislation, expected new urban consolidation with higher populations and truly higher gasoline costs in the future you would think there would be higher travel demands being expected. Certainly within new types of high density corridors that will become more dense with both commercial and high density residential land use, as found in FB corridors connecting to employment centers. It should also be recognized that given all the necessities of life being accessible within the corridor and that the future implies a large supply of seniors who would choose to be transit dependent, these kinds of evolving future new populations should be factored into the major transportation corridors.

The next portion of comments are intended to express the fact that as the Metro subway extension study stands, it can benefit by and be enhanced by incorporating some aspects of the Flow Boulevard concept in a somewhat "expanded" TSM program. The only real expansion at this time in regard to the Metro study would be the incorporation of a first stage FB in the SMB corridor to pick up travel demand deficiencies. It would be beneficial for all concerned however that to recognize the FB concept as being instrumental in helping pick up future deficiencies in overall travel demand and adding desirable problem solving features regarding transportation and land use effecting the entire LA Basin. Of course all major and minor transportation elements need interrelation so the entire system works in concert. It is encouraging to recognize however that there seems to be a coalescing of rail transit and vehicular improved corridors (via the FB concept) by the fact that both systems are developing a

"loop" configuration concept around the LA Basin. To be sure the rail system with its Metro authority is providing the "leading edge" for the advancement of transportation networks. My point is that rail transit is not an answer all and comprehensive planning must be recognized for a good outcome to take place regarding the placement of the major transportation corridors.

There are four general comment categories to be added here. They consist of travel demand deficiencies, system costs, operational and planning "fits" and considerations as to how open the system is to future adaptation and evolution in planning options. Generally there can be said that there are major travel demand deficiencies in transportation facilities in the LA Basin. My work indicates that a subway, an Expo Line and some TSM bus expansion as presently proposed by Metro would pick-up somewhere around 25 to 28 percent of the projected increase in travel demand east-west in the LA Basin (ref; see website menu Travel Demand section with projection and assignments for year 2030). The question becomes what picks up that other nearly 75% of unmet travel demand in regards to transportation facilities.

This is a critical issue in regards to people living in the LA Basin in that the traffic congestion would become unlivable if not accommodated with increased capacity. It is also critical for the commuters trying to commute to work and the employers trying to have workers and business interactions by being commuted to. I'm sure Metro would need to plan more transportation improvements to accommodate the deficiency. The suggestion being made here is, the FB concept can add a great deal of capacity within existing ROW for both autos and BRT buses. The initial assignment on the FB website showed how to accommodate all the east-west travel demand increase for 2030 without any subway or Expo Line being added. The difference being with a subway and Expo being added is that grade separations, that occur in stage two of FB evolution may be omitted to a large extent. Grade separations can be a controversial issue and require time by many factions to be worked out. Going forward however there are not low cost ROW's (Expo line) and lots of available money for subways to add further rail capacity. The cost benefit would be in question as well in that the logical corridors for rail would have been taken (after establishing the SMB subway extension of course). Then again, the spatial layout and development of Los Angeles has brought about an integral "marriage" to autos. The logical pursuit here is to cure the ills of the auto.

Regarding the issue of costs one can say that some low cost "shovel ready" improvement for beginning to establish FB corridors would now be timely. The corridor east of West Hollywood extending into East Hollywood would benefit in other than just transportation improvement as well. A SM/FB corridor as shown in preliminary concept (on the FB website, as the site opens up click on page 2), would give a positive vision and a workable transportation "backbone" to all those communities to bring about that needed community development. It connects and in effect would give stimulus to the previous subway rail development area to

purposes. Again recognize through time the corridor is developing greater transit ridership as the corridor develops more land use.

The area regarding "operation and planning fits" is an area covered fairly well in the comments that I left at the various scoping meetings (Fairfax, West Hollywood, Beverly Hills, Wilshire District and Westwood areas). A general overall planning set of comments, not covered in the scoping meeting comments, are the ideas that are contained in the LA Basin FB Loop Plan (on the website). And the general notions of how the whole LA Basin operates and works together; or lack thereof, is also touched upon here.

The developer orientation of current Westside planning exhibits a crowding towards the west clear out to the City of Santa Monica. This is not particularly good in many respects, but in regards to transportation it is almost humorous. Downtown with all its rail lines, freeways and major boulevards is losing new commercial development to Santa Monica that has just one freeway, is surrounded 2/3's by ocean and small residential street access and with just 1/3 having normal street grid access. Residents are very concerned about the quality of living in their city (ala RIFT). It would seem to be both practical and proper that developers should be refocused to areas that need redevelopment for the benefit of the entire LA Basin and the City itself for that matter. The "piling on" in the City of Santa Monica is having Basin wide repercussions.

Transportation planning can help that come about. And in the case of the westerly portion of the Basin the north-south corridor of Sepulveda is a more important line to bring transportation improvement to than an east-west subway line to Santa Monica. There are comments in respects to supporting a "Sepulveda" regional commercial employment center on the FB website and representation to that effect on the LA Basin FB Loop Plan. There are plans as well to that effect on the website menu selection "2006 FB" segment as well. To the extent that a stronger north-south corridor is needed a FB has been proposed for this corridor as well. There are preliminary plans for how a SM/FB intersects the Sepulveda/FB and how connections are made to the 405. These plans are shown on the Santa Monica FB Corridor segment (page 2) of the new group of studies that the website opens up to when you log on to the website. These relationships would affect the Westside subway extension study to the extent that if FB's are made to accompany the subway they would be taken into consideration as to placement of possible stations and subway alignments. The SM/FB would not be expected to go much beyond the 405. As you stated in a couple of your presentations that going just beyond the 405 with a subway may be well enough. I agree that limiting transportation improvement further west is a good idea at this time. It seems more important that some kind of transit for the Sepulveda corridor connecting to the Valley and LAX makes for a good closure of the Basin rail loop as well and a much needed transit corridor improvement. Here again there would be more transit ridership developed in the Alt #11 alignment if there is a greater attraction made with many more destinations (to

and from) by being connected to a strong north-south transit corridor. Much more than the dwindling ridership as a line into the City of Santa Monica would provide.

The last discussion area is about transportation "system openness". The subway extension is of course part of a closed system with fixed technology. Again the FB concept can be a good companion in major transportation corridor development for the long term. This is because the FB becomes in effect a "guideway" that can receive many different kinds of technologies. In a stage three FB when there is a complete elevated pedestrian circulation system for crossing streets and no grade level pedestrian street crossing this frees technologies from constraints that might be hindered by pedestrians. The probable loosening and opening up a FB would likely refer to accepting a wider range of vehicular types and propulsions as well. Especially so regarding engine or motor size. In that stop and go driving is an objective of the FB system to eliminate, much smaller engines and motors could be employed for urban vehicles. There would certainly be a wide mix of types given older and newer auto "platforms" yet all can be accommodated in the FB corridors.

There is a good chance that the gasoline century of autos is going to be transitioned out of and an electric auto century will be ushered in. With pollution issues brought into an acceptable range the auto can become an even more popular transportation mode than it is now. The FB concept is anticipating an era of density consolidation. That is what SB 375, the anti-sprawl bill signals. So high density corridors with free flowing autos and buses gain a new importance in how the City functions. Line haul subways will continue1444444444444444444444444444 their purpose with providing access for suburban commuters. However there may be a very big new demand for small, efficient autos on a system appropriately designed lending itself to an environment where many short trips are accommodated with an overall reduction of VMT and most assuredly less use of energy. The elevated pedestrian circulation system that is removed from the vehicular environment becomes a very desirable addition to an urban fabric and the experience of the pedestrian.

So the combination of a FB and a subway in a major corridor has many reasons to occur. Being able to accommodate the full range of length of trips, the capacity to accept them, and to evolve with the changing requirements that transportation will make are three major reasons for it to occur.

You may not be familiar with the proposals Shai Agasie is promoting now regarding total electric vehicle "Transportation Islands". The strongest candidate so far is all of Denmark. With its wind mills there is almost a perfect match where the night time wind mill operation would recharge the distributed storage batteries of plug-in electric cars. A video is on TED.com under Agasie's name. With the legislation now on the books to demand such transformations (AB 32, SB 375, etc.) and companies bringing electric auto products to market, it's a matter of

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time so it would seem. It is clear that with anti-sprawl legislation and necessary conservation of resources that expanding transportation networks and further suburban sprawl is a misallocation of resources. High capacity transportation serving high density corridors connecting to employment centers seems like the way to go. A subway and FB combined in a corridor fits the criteria.

So the comments to date are comprised of the written and verbal scoping meeting comments at the five scoping meetings mentioned above including the 1973 Wilshire Flow Boulevard Plan (27 inches by 46 inches) that was submitted at the Wilshire District scoping meeting Wednesday April 22nd, this written comment and the referrals to the Flow Boulevard website referred to in this written comment and those segments of the Flow Boulevard website (www.FlowBlvd.com or www.FlowBoulevardPlan.com) referred to in the various texts.

I will start to wrap by saying that I hope that some of the critical comments that were made in the scoping meeting regarding specific traffic and land use conflicts can now be seen from an overall perspective. That overall perspective accepts the subway extension with conditions that in the opinion of the writer need to take place for good comprehensive planning. From the stand point of a LA Basin resident, congestion should be resolved by its elimination in the Basin. But this is also in effect an objective of state law now, that GHG emissions will be essentially reduced by almost 90% by the year 2050. To me it means an all electric flowing transportation system or some kind of equivalent eventually.

And finally I am recognizing and believing that there is a synergistic advantage to combining a FB in a subway corridor. Maybe if I learn more about how ridership is counted that the mutual benefits can be expressed more clearly. I think that the high density residential development of the corridor east of West Hollywood, the Sepulveda center destination, with further connections north-south and the self generating transit ridership that would occur by a Basin transit loop helps justify the Alt #11 choice for a Westside subway extension. Possibly a greater understanding of how dense and full of transit ridership a combined FB and subway corridor would be is a starting point to further establish the combined concept. There is more time in the study to do this and I will work to help support the idea now that the basics of a good corridor can be established.

Sincerely,

Phil Brown

Kristine Grillo

From: Phillip Brown [pjbarch@dslextreme.com]
Sent: Thursday, May 07, 2009 8:04 PM
To: Westside Extension
Cc: pjbarch@dslextreme.com
Subject: Westside Subway Comments
Attachments: doc 1.doc

David Mieger;

There is a question that I have now. My work shows a great deal of travel demand that needs to be accommodated by transportation improvement. I do not understand why a subway line in the right corridor where that travel demand occurs can't be easily justified.

Well there is more work to be done and as you will see by my comments I am willing to work towards seeing that an Alt #11, with a small adjustment, can be justified as a subway extension corridor.

Phil Brown

Kristine Grillo

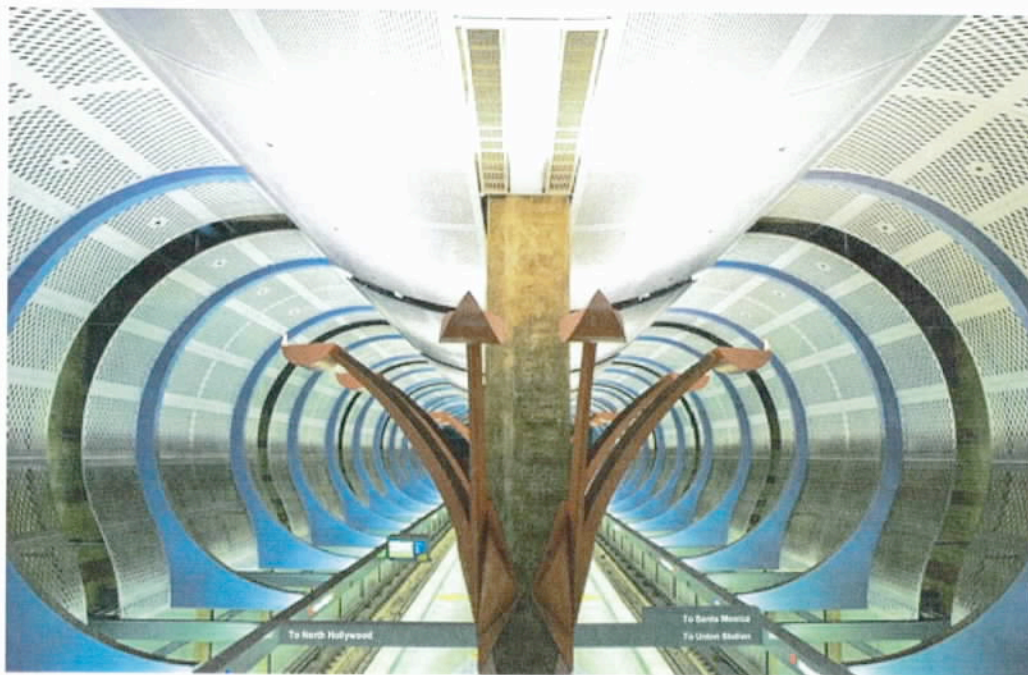
From: Webmaster [RSC_Webmaster@metro.net]
Sent: Friday, May 08, 2009 9:23 AM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Jane
lastName: Wishon
organization:
emailAddress: janevishon@gmail.com
streetAddress: 3018 McConnell Dr
city: Los Angeles
state: CA
zipCode: 90064
Date: Friday, May 08, 2009
Time: 09:22:59 AM

comments:

I'm looking forward to the extension -- thank you!

Westside Subway Extension DEIR/DEIS Public Comment



May 4, 2009

Justin Walker
23301 Sandalwood St.
West Hills, CA 91307

I. Introduction

As Metro proceeds through environmental work in preparing a Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the Westside Subway Extension project, alternatives identified in the Alternatives Analysis (AA) process will be further studied and refined. At this time, I urge the follow concepts be considered and incorporated into the project:

- The proposed Westside Subway Extension should follow the broad definition of AA Alternative 11: "Metro Purple Line Subway Extension via Wilshire Boulevard to Santa Monica plus Subway Extension from Metro Red Line Hollywood/Highland Station via Santa Monica Boulevard."
- A Wilshire Purple Line extension should be the priority corridor and be built first. Only when a significant segment of the Purple Line (to the vicinity of the I-405) is operational would construction of a West Hollywood segment become beneficial.
- Through-service must be provided between the three regional centers of Downtown Los Angeles, Santa Monica, and the San Fernando Valley. This would necessitate a junction in the vicinity of the existing Hollywood/Highland station.
- The Wilshire/La Cienega station, if feasible, should be designed to serve both Purple Line trains and "Pink Line" (Santa Monica- North Hollywood) trains.
- The project must be built to accommodate future projects. This would include provisions for a future joint station with the Crenshaw Corridor at Wilshire/Crenshaw or Wilshire/La Brea and a future joint station with the Sepulveda Pass rail project.

Impacts and benefits of the elements mentioned above are discussed in the following sections.

II. Santa Monica-North Hollywood Through Service

A. Background

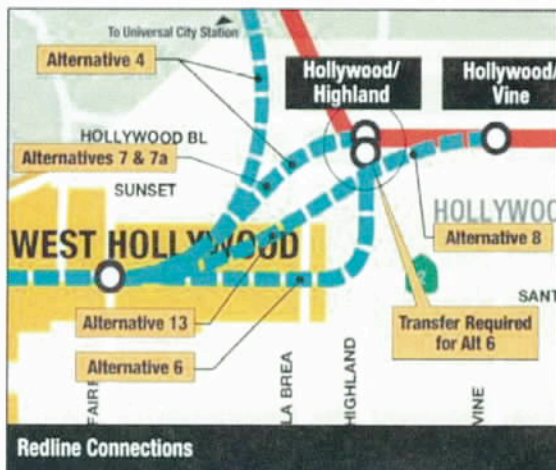
As the DEIR process begins, the following proposal has emerged as the preferred Wilshire/Santa Monica Boulevard Combined HRT (Heavy Rail Transit) Subway Alternative (AA Alternative 11):



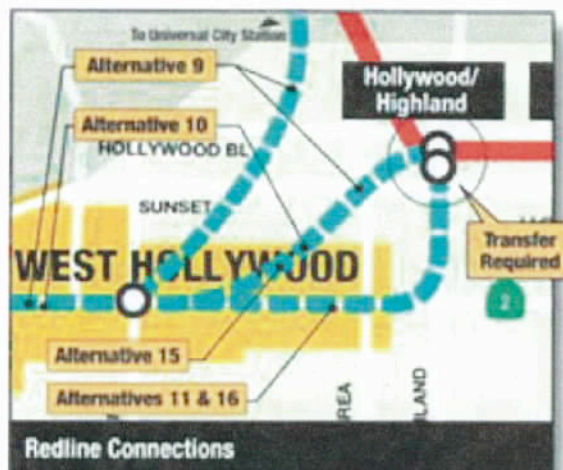
While much of the alternative routing remains undetermined (through West Hollywood and the Westwood/Century City areas), one decision that has been made is to connect the West Hollywood branch of the subway project to the existing Metro Red Line at Hollywood/Highland. The two lines would have separate platforms and no direct track connection. Transfers would therefore be required for all passenger movements between the Red Line and the West Hollywood line.

During Alternatives Analysis, several alternatives were presented regarding the interface between the West Hollywood line and the Red Line. These alternatives are presented below:

Santa Monica Only Alternatives



Wilshire-Santa Monica Alternatives



The routing options shown correspond to Santa Monica Blvd. Alternatives 4, 6, 7, 8, 13. With regard to Hollywood/Highland Red Line connectivity, the following alternatives were represented:

Junction Location	Connection Direction	Santa Monica Only	Wilshire/Santa Monica
West of Hollywood/ Highland	Through-service to/from North	Alternative 4	Alternative 9
West of Hollywood/ Highland	Through-service to/from South	Alternative 4 Alternative 7 Alternative 13	Alternative 9 Alternative 10 Alternative 15
East of Hollywood/ Highland	Through-service to/from North	NOT FORMALLY CONSIDERED	NOT FORMALLY CONSIDERED
East of Hollywood/ Highland	Through-service to/from South	Alternative 8	NOT FORMALLY CONSIDERED
No Junction (Transfer Required)	No through-service	Alternative 6	Alternative 11 Alternative 16

Although these various alternatives for connectivity at Hollywood/Highland were explored extensively, as the above table indicates, no formal alternatives involving a junction east of Hollywood/Highland allowing for through-service towards North Hollywood were developed during the AA process.

It is particularly surprising that such an option did not arise in this AA process, given that a similar alignment was once considered the BEST routing for an HRT subway line from Wilshire Blvd. through Hollywood to the San Fernando Valley. The 1983 Metro Rail EIR/EIS identified a Locally Preferred Alternative (LPA) with an alignment approaching Hollywood from the west along Sunset Blvd, curving northward through Hollywood on Cahuenga Blvd., and finally exiting Hollywood in a westerly direction with a final stop on Highland Ave. (at the Hollywood Bowl) before heading toward the San Fernando Valley. An alternate routing only became necessary with the 1986 enactment of federal law barring the use of federal funds for subway projects in the methane risk zone along Wilshire Blvd.

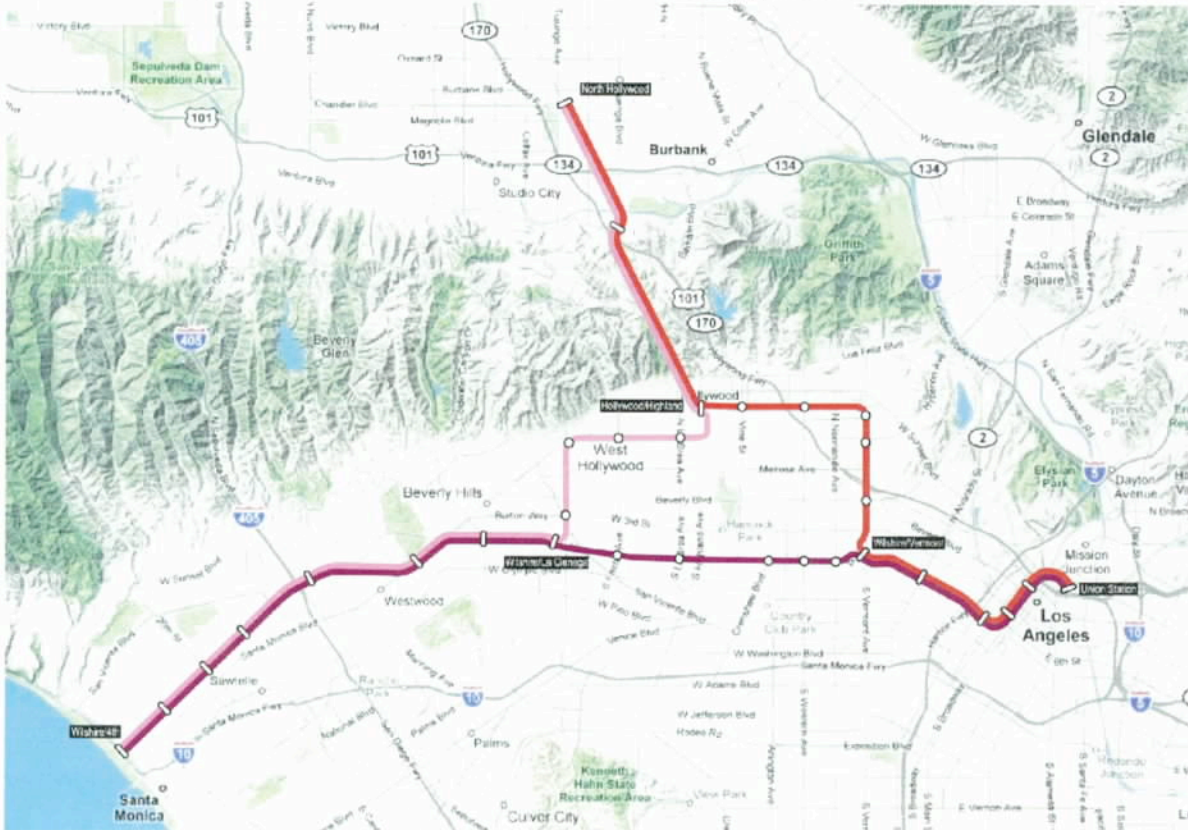
1983 Metro Rail Locally Preferred Alternative



B. An HRT System

I, therefore, recommend that the following "overlooked" alternative be properly studied and incorporated in a plan for the Westside Subway Extension project:

My Operations Plan for a Future Los Angeles HRT Network



In this paper, the principal issue is rail connectivity at Hollywood/ Highland. Routing depicted above through West Hollywood and the Westwood/Century City areas is irrelevant to this section and is depicted in the above map only in the context of Hollywood/Highland and the entire HRT system.

The alternative presented here calls for through-service between three major regions of the core of Los Angeles county: 1) Downtown Los Angeles, 2) Santa Monica/West Los Angeles, and 3) the San Fernando Valley. In order for the above service plan to be possible, the West Hollywood branch of the Westside Subway Extension must therefore have a junction with the existing Red Line within the vicinity of Hollywood. Further, to facilitate easy travel *within* the core the system, transfer stations must be available as close to the center of the core as possible. (For example, transfers must be possible between the Red and "Pink" lines at Hollywood/Highland, rather than wasting time traveling to and from Universal City to transfer. Similarly transfers must be possible between the Purple and Pink lines at Wilshire/La Cienega, rather than wasting time traveling to and from Wilshire/Beverly.)

C. Passenger Benefits

A true HRT system as described here would provide many benefits to system riders. A critically important factor to providing good service to passengers is minimizing transfers. The system proposed here would guarantee:

- One-seat travel between the branches of the system (e.g. between Universal City and Westwood or North Hollywood and Civic Center)
- A maximum of one-transfer between stations in the core of the system (e.g. between Wilshire/Fairfax and Santa Monica/La Brea or between Vermont/Beverly and Century City)

The AA study recommends a transfer station at Hollywood/Highland to provide for connecting passengers between the West Hollywood branch line and the existing Red Line. Unfortunately, regardless of how well a transfer station is designed, transfers add significant travel time to passenger trips and discourage travel due to passenger distaste for waiting for their ride rather than actually moving towards their destination. During off-peak hours, the Red Line operates with 20-minute headways and the West Hollywood line would also operate with 20-minute off-peak headways. Transfers at Hollywood/Highland would therefore add up to 20 minutes to trips involving both the West Hollywood branch line and the Metro Red Line towards Universal City and North Hollywood. An added 20 minutes suddenly makes a trip that would otherwise be under 30 minutes significantly less appealing.

Transfers would still be necessary for passengers wishing to travel between West Hollywood branch trains and to Red Line stations along Hollywood Blvd. and Vermont Ave. This would be true for both AA Alternative 11 and the HRT "wye" system proposal here. Yet, even these transfers would be improved at Hollywood/Highland as cross-platform transfers would be provided. Passengers would not have to travel between different platforms on different levels as proposed in the AA Alternative.

In addition, there is currently very poor transportation infrastructure linking the San Fernando Valley, Burbank, Glendale, and Hollywood with the Westside, especially given the large number of traffic-generating activity centers. Without mass transit options, large numbers of people making these trips must resort to freeway trips. Unfortunately for these motorists, no freeway directly links the East San Fernando Valley, Burbank, and Glendale with Hollywood and no freeway directly links Hollywood with the Westside. (There are currently no

connector ramps between the CA-134 Ventura Freeway and the US-101 Hollywood Freeway.) As a result, motorists wishing to complete these trips must drive on the congested US-101 Ventura Freeway and I-405 San Diego Freeways, worsening the congestion. According to Caltrans ramp data, trips from the East San Fernando Valley to the Westside account for 17% of traffic on the I-405 in the Sepulveda Pass and 15% of traffic on the US-101 in the East San Fernando Valley.

D. Operational Benefits

Assuming a 5-minute peak headway downtown and a 1:1 service ratio, the current headways are maintained on the Metro Red/Purple Lines:

Existing Red/Purple Lines (headways in minutes)

"Branch" Segments	"Core" Segments
Union Station-Wilshire/Vermont: 5	Wilshire/Vermont-Wilshire/Western: 10
	Wilshire/Vermont-North Hollywood: 10

Most of the AA alternatives studied involved West Hollywood branch trains traveling from Santa Monica, through Hollywood, along the existing Red Line route, and to Union Station. These alternatives would have produced severe operational difficulties, requiring splitting of services with the addition of each branch line. Already with the existing subway arrangement, there is one branch point at Wilshire/Vermont. Assuming a 5-minute peak headway downtown and a 1:1:1 service ratio, the following headways would be possible:

Early AA Westside Extension Alternatives (headways in minutes)

"Branch" Segments	"Core" Segments
Union Station-Wilshire/Vermont: 5	Wilshire/Vermont-Hllywd/Highland: 7.5
Wilshire/La Cienega-Santa Monica: 7.5	Wilshire/Vermont-Wilshire/La Cienega: 15
Hollywood/Highland-North Hollywood: 15	Wilshire/La Cienega-Hllywd/Highland: 15

Clearly, the above headways offer sharp inequities in levels of service among comparable segments of the system. The Wilshire/Vermont-Wilshire/La Cienega, Hollywood/Highland-North Hollywood, and Wilshire/Vermont-Wilshire/La Cienega segments would have headways three times as long as headways in Downtown Los Angeles.

The current Wilshire/Santa Monica Blvd. Alternative (AA Alternative 11) would fortunately provide significantly better headways that are roughly equal across the system:

Westside Extension Alternative (AA Alternative 11) (headways in minutes)

"Branch" Segments	"Core" Segments
Union Station-Wilshire/Vermont: 5	Wilshire/Vermont-Hollywood/Highland: 10
Wilshire/La Cienega-Santa Monica: 5	Wilshire/Vermont-Wilshire/La Cienega: 10
Hollywood/Highland-North Hollywood: 10	Wilshire/La Cienega-Hllywd/Highland: 10

The alternative proposed here, however, would provide additional service between Hollywood/Highland and North Hollywood *without* impacting service on any of the other legs of the system.

HRT "Wye" System Proposal (headways in minutes)

"Branch" Segments	"Core" Segments
Union Station-Wilshire/Vermont: 5	Wilshire/Vermont-Hollywood/Highland: 10
Wilshire/La Cienega-Santa Monica: 5	Wilshire/Vermont-Wilshire/La Cienega: 10
Hollywood/Highland-North Hollywood: 5 (improved from AA Alternative 11)	Wilshire/La Cienega-Hollywood/Highland: 10

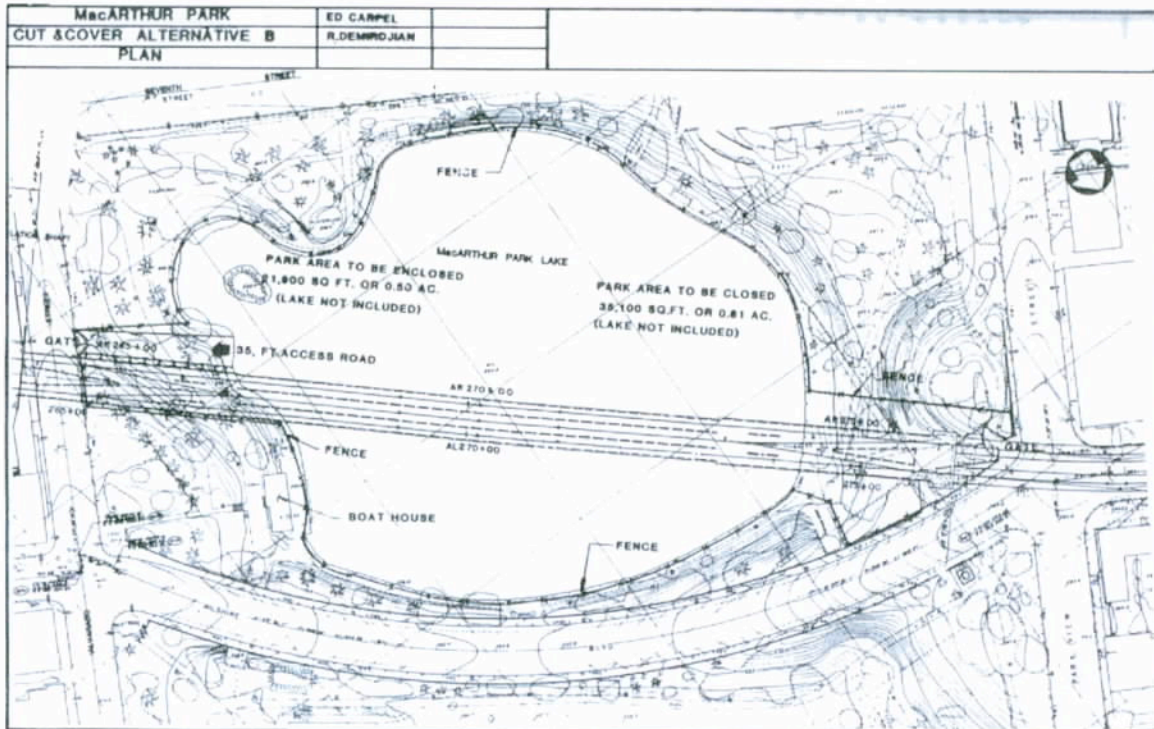
By routing West Hollywood branch trains toward North Hollywood, this alternative would not result in greater headways on the "extremities" of the system as in the early AA alternatives, but would rather *equalize* headways on all three branch segments and on all three core segments of the HRT systems. A 1:1 ratio would exist on all three branches of the HRT system. Not only would this alternative allow one-seat rides for "Pink Line" passengers, but it would prevent crowding on Red Line trains between Hollywood and North Hollywood. The Metro Red Line Segment 3 from Hollywood/Vine to North Hollywood cost \$1.4 billion and we must not waste capacity that has been "paid for." This alternative makes the most out of a significant investment linking the Hollywood area with the San Fernando Valley.

E. Engineering/Construction

With the construction of a West Hollywood branch line linking to the existing Hollywood/Highland station, significant construction will be necessary in the immediate vicinity of the Hollywood/Highland station. AA Alternative 11 proposes that a station box be constructed on Highland Ave., roughly perpendicular to the existing Hollywood/Highland station box. This alternative would pose significant traffic impacts to traffic on Highland Ave. for the full duration of station construction and interface work with the existing Hollywood/Highland station (approximately two years). Further, Red Line service would encounter significant delays during the lengthy modification work at the Hollywood/Highland station.

An HRT System "wye" project, however, would involve the construction of a junction with the existing Red Line tunnels along Hollywood Blvd. While the planning of such a project would be subject to extensive engineering analysis, the feasibility of such a project can be briefly explored here. Just as exists at the Wilshire/Vermont station, a highly-trafficked junction should provide grade separation of conflicting movements through the junction. As at the existing pocket tracks near the Westlake/MacArthur Park station and near the North Hollywood station, a cut-and-cover box structure could be dug below the street and a third track could be placed between the two existing subway tunnels.

Westlake/MacArthur Park Pocket Track



North Hollywood Pocket Track



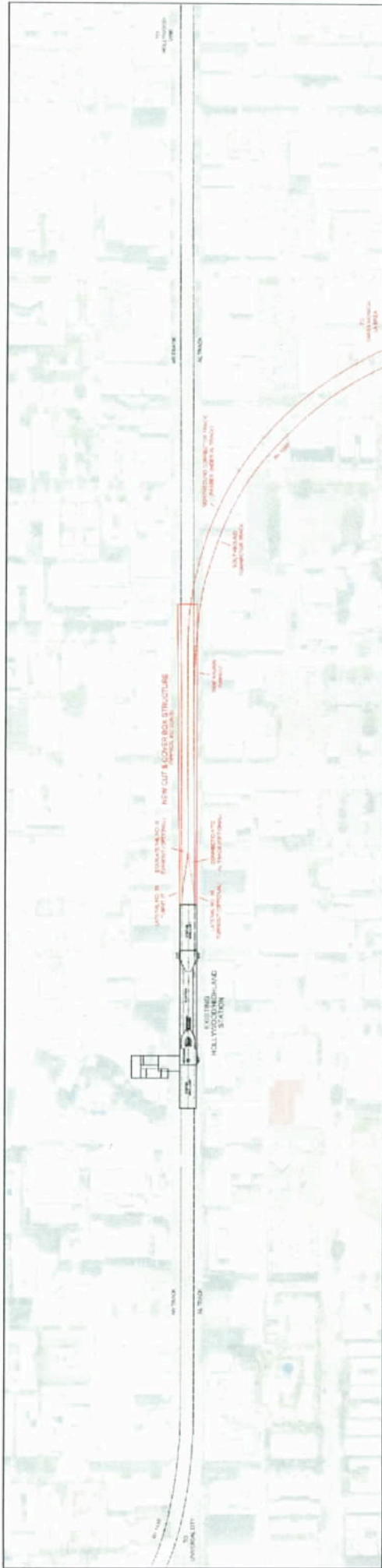
East of the Hollywood/Highland station a track would diverge from the AR track (and as an optional measure, from the AL track as well) at the west end of the junction box. Unlike the existing pocket track structures, the center track would then descend eastward below the grade of the existing subway tunnels and eventually turn southward and pass under the AL tunnel. From the junction box, two deep-bore tunnels would then curve toward on a

southwestern path toward the Santa Monica/La Brea station area.

A cut-and-cover junction box would involve significantly less construction work than a station box on Highland Ave., given the lack of need for most of the communications, utilities, systems, and aesthetic work that stations require. Street traffic would be disrupted for far less than the two years associated with cut-and-cover station construction. As done with the Hollywood/Highland station, temporary street decking could be used to further mitigate street impacts. Red Line service impacts could also be mitigated by single-tracking service during construction between crossovers south of Universal City and east of Hollywood/Vine. Headways of 11-12 minutes could be maintained, nearly as short as existing peak headways (10 minutes). If necessary, trains could be platooned through the single-track segment to offset the two-minute headway loss.

The current Red/Purple Line subway lines feature maximum gradients of 4% and minimum curvature of 1000 feet. Applying such attributes to this project, the junction box could be minimized to as small as 60 feet wide and approximately 930 feet long.

109j



MAY 4, 2009

**WESTSIDE SUBWAY EXTENSION
HRT SYSTEM "WYE" PROPOSAL
HOLLYWOOD/HIGHLAND AREA**

**JUSTIN WALKER
jwalker64@gmail.com**

MAY 4, 2009

**WESTSIDE SUBWAY EXTENSION
HRT SYSTEM "WYE" PROPOSAL
HOLLYWOOD/HIGHLAND AREA**

**JUSTIN WALKER
jwalker64@gmail.com**

CHARLES EDELSON P.E.

CALIFORNIA BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS E 7224 CS 3599

10334 WILKINS AVE. LOS ANGELES, CA 90024

May 7, 2009

Mr. David Meiger, AICP
Project Director and Deputy Executive Officer
Metro, 1 Gateway Plaza, MS 99/2/5
Los Angeles, CA 90012

Dear Mr. Meiger:

I write to you to comment on the latest Westside Extension Transit Corridor Study. Although I am a Director of the Comstock Hills Homeowners Association and a former Director of the Westwood Homeowners Association, my comments are my own and do not necessarily represent the position of either Association.

In general I fully support the concept to build the Westside Extension to the Wilshire Subway. My concern centers on the effect all but one of the detailed alternatives for the route from the Century City Station to the Westwood Station. While ill-defined at this time, most of the alternatives show routes under single family residences between these two stations. This creates a significant risk either for a noise and vibration impact to expensive homes, or a need for noise-reduction techniques to be incorporated into both the rail system and subway cars.

The trade off will be difficult. Noise and vibration will decrease the value of some of the most expensive real estate existing anywhere. At the same time the demographics of this region show one of the highest populations of lawyers anywhere. Significant personal loss to significant numbers of lawyers poses a risk for lawsuits and monetary loss to the County. On the other hand, reducing the noise and vibration to an acceptable level will require deeper tunnels and more noise reduction technology. Either choice leads to higher system costs.

By comparison, selection of the Santa Monica Boulevard/Westwood Boulevard alignment removes the noise and vibration risk from these prime real estate areas and places them along public rights of way with mostly commercial property adjacent. I recommend you follow this route.

I am generally opposed to the Bus Rapid Transit System and specifically opposed to the proposed segments on Wilshire Boulevard and Santa Monica Boulevards in the Westwood area. The previous Metro study showed that no benefits accrued to the performance of the BRT buses along Wilshire Boulevard by including bus only lanes between Selby and Comstock Avenues. This finding was included in the Environmental Impact Report. Overriding the findings of the previous EIR will trigger a requirement for a new full EIR. Significant cut through traffic would be generated by the double reduction of the number of lanes for east bound traffic at Comstock Boulevard as Wilshire passes the Los Angeles Country Club where no right of way exists to add lanes. Major impacts to

access to condominiums along the Wilshire corridor will also result from the Wilshire BRT proposals.

Addition of bus only lanes along Santa Monica Boulevard in the area between Century City and the 405 freeway would negate the partial relief afforded by the recent joint County/City project, the Santa Monica Transit Parkway. Even with this recent improvement, service levels at intersections is once more very bad. Reduction of available lanes for automobile traffic by conversion to bus only lanes will cause grid lock throughout this major artery. When traffic from the approved and planned developments in and around Century City are added to the existing traffic load, chaos will result.

Therefore I strongly recommend against dedicated bus lanes for Bus Rapid Transit along either Wilshire or Santa Monica Boulevard in Westwood.

I hope my comments will be of value to you.

Sincerely yours,

Charles Edelson



Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Thursday, May 07, 2009 11:03 PM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Manuel
lastName: Araujo
organization:
emailAddress: Manuel99a@yahoo.com
streetAddress: 5650 fair ave
city: N Hollywood
state: Ca
zipCode: 91601
Date: Thursday, May 07, 2009
Time: 11:03:17 PM

comments:

The pink line extention along Santa monica should be a one why trip from north Hollywood with a stop at the Hollywood bowl. Since this was not initially done with the red line. Thousands of people would use the subway to get there instead of the buses and cars. And it will decrease traffic on highland on concert nights.

Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Thursday, May 07, 2009 10:30 PM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: William
lastName: Bell
organization:
emailAddress: wmbell11@pacbell.net
streetAddress:
city:
state:
zipCode:
Date: Thursday, May 07, 2009
Time: 10:30:14 PM

comments:

I strongly support Alternative 11. The connection from Hollywood to the Westside would serve many of my travel needs and reduce traffic through my neighborhood caused by people cutting through the canyon from the Valley to Mid-Wilshire, Beverly Hills and the Westside. We never drive west of the 405 anymore. If we could take a subway to Santa Monica it would be great.

Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Thursday, May 07, 2009 5:08 PM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Chris
lastName: Tuason
organization:
emailAddress: CHRISTOPHERTUASON@GMAIL.COM
streetAddress:
city:
state:
zipCode:
Date: Thursday, May 07, 2009
Time: 05:08:20 PM

comments:

I live in the city of Norwalk and find it difficult to travel to Santa Monica. If we truly want to integrate our amazing county of Los Angeles, we need to build a transit that is safe and useful for all.

May 7, 2007

Mr. David Meiger, Project Director
Westside Subway Extension
Metro
1 Gateway Plaza, MS 599/2/5
Los Angeles, CA 90012

Dear Mr. Meiger,

Neighbors for Smart Rail (NFSR) appreciates the opportunity to comment for the record on the scoping process of the Westside Subway Extension. NFSR is a coalition of Homeowners' Associations, including West of Westwood HOA, Westwood Gardens Civic Association, Tract 7260 and the Cheviot Hills HOA, and unaffiliated residents and businesses throughout the west side of Los Angeles and along the Exposition Corridor, downtown to Santa Monica. Long before the project alternatives currently presented on the Westside Subway Extension and predating the incorporation of NFSR, west side residents and businesses have supported the expansion of subway service in the Wilshire Corridor. Following are our recommendations for the project:

1. The fully grade-separated subway offers superior transit benefits, with minimal safety impacts, no adverse traffic impacts, and few quality of life impacts to communities beyond the construction phase when compared to bus or light rail.
2. The primary line should be the shorter Wilshire Boulevard Line as it hits many of the major businesses and communities favored by tourists and Los Angeles citizens, including Korea Town, Museum Row, Beverly Hills, Century City, Westwood and UCLA, many of which are sorely underserved by mass transit now. While an efficient subway system would benefit West Hollywood as well, with the Wilshire alignment the City of West Hollywood will be served on it's perimeter by both the Red Line at Hollywood and Highland and Purple Line on Wilshire Boulevard.
3. A subway continuing down Wilshire will increase off peak travel by facilitating potential midday business between Century City and Downtown, and Beverly Hills and Downtown. The best return on transit investment is achieved by two way transit in a corridor. The Wilshire corridor has a greater opportunity than the Santa Monica route for off peak mode shifts. Even those who drive to work in the morning would likely be encouraged to go downtown, or make short midday trips by subway to save parking fees and time in traffic.
4. The greater ethnic and cultural diversity of the Wilshire Boulevard communities creates improved social linkage between downtown and, eventually, the sea. The majority Caucasian population (86% per 2000 Census) in West Hollywood make the Santa Monica route a poorer choice in that regard.
5. Ridership on a subway line down Santa Monica Boulevard is geographically limited by the foothills to the north. The hillside area is mostly residential and unlikely to increase density or develop additional commercial trip generators. With limited resources a more central trunk line is preferable and more amenable to regional connectivity to other transit lines.

The greater ridership, reduced transit time and fewer environmental impacts make subway a superior choice over the intrusion of light rail or bus along all of the highly congested routes and MOSs under consideration. Further, as already determined in all scoping meetings on the Westside Subway Extension (and on Phase 1 and 2 of the Exposition Light Rail) citizens of Los Angeles overwhelmingly prefer the safety and increased travel benefits of underground rail. Measure R was passed to fund just such projects. In fact, the Exposition line was intended to be a subordinate line to Wilshire Boulevard transit from the beginning. When the Redline Subway project was folded for what now seems like a paltry funding deficit of less than \$250 million Expo became the "alternative to the previously approved subway extension." (Mid-City/Westside Transit Corridor Draft EIS/EIR, Executive Summary, Page S-3)

The planning and construction of that "alternative" has proved troublesome to the communities in the corridor who, with the exception of Santa Monica, have all expressed concern and outright opposition to Expo at-grade for almost 20 years. MTA's insistence on pushing the Expo square peg into a round hole will continue to create blowback for the agency, as no amount of public relations, lobbying, ersatz grass roots groups or political maneuvering will change what Expo remains-under budgeted, over-priced (now approaching \$2 billion for 8 miles), highly impacting to communities, and an unacceptable, mostly at-grade train alignment creating safety hazards and increasing traffic through some of the most congested intersections in the country. The Phase 2 impacts are so great and the community resistance so resilient, that we question the DEIR findings on the alternatives analysis, the traffic data and environmental impact evaluations. Their report consistently under represents the impacts. As proposed, the design flaws result in an inferior project for which any transit benefits over the existing bus system are dubious and severe adverse impacts are a certainty.

Expo Phase 1 safety issues remain. The CPUC and LADOT have identified and suggested solutions to those safety deficiencies. The MTA has spent great amounts on legal fees and lobbyists to reverse the safety of grade separations adjudicated by the CPUC instead of putting the safety of children first.

The communities and citizens represented by NFSR have every hope that the Westside Subway Extension Project will serve the interests and transportation needs of the County and City of Los Angeles in a more equitable, legitimate and transparent way. With a growing majority of the region accepting the importance of a world-class mass transit infrastructure MTA has a chance to engage tremendous community support to get the Westside Subway funded, built and operating in record time. If the decision is made and plans go forward, funding will be the biggest challenge. It is in the interest of expediting the "Subway to the Sea" that NFSR offers our modest proposal:

Whereas, Phase 2 of the Expo Line misses all major trip generators on the West Side of Los Angeles;

Whereas the number of property acquisitions necessary to put two trains through the Expo Phase 2 corridor are swelling the budget and yet do not increase safety or transit efficiency on the line;

Whereas, the Westside Subway Extension has near unanimous regional consensus and the Expo Phase 2 Light Rail, as proposed, has little support outside of Santa Monica;

Whereas, Expo Phase 1 has been under construction for nearly two years and has yet to resolve the safety of some crossings to the satisfaction of the CPUC or LAUSD, and many crossings to the satisfaction of the Phase 1 communities;

Whereas the at-grade design of Expo Phase 1 through South Los Angeles presents a pending Environmental Justice challenge;

Whereas, there is diminishing political support for at-grade rail in Los Angeles (LA City Councilmen LaBonge and Rosendahl have presented a council resolution prohibiting at-grade rail on Phase 2, and the City of Culver City prohibits at-grade rail in that city);

NFSR does hereby propose that the Expo Phase 2 light rail project be halted, and the monies already allocated should be disbursed to under-ground critical crossings on Expo Phase 1. The balance of the allocated Phase 2 budget should be committed to the Westside Subway Extension to increase the local match required to receive Federal New Starts funding. If the Subway Extension has to keep waiting behind the fiscally bloated, environmentally challenging Expo Phase 2 project, unless there is a remarkable and immediate economic turn around, our region may yet again miss our best chance for a real mass transit solution for all of Los Angeles to be proud of.

Sincerely,

Terri Tippit, President
Neighbors for Smart Rail

Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Thursday, May 07, 2009 3:50 PM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: leslie
lastName: militzok
organization: sunset square
emailAddress: visresinc@aol.com
streetAddress: 1556 north fairfax Ave.
city: los angeles
state: Ca
zipCode: 90046
Date: Thursday, May 07, 2009
Time: 03:49:33 PM

comments:

I support the Red Line down Santa Monica Blvd. from Hollywood and Highland. I also support the Purple line down Wilshire blvd.

Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Thursday, May 07, 2009 3:48 PM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: sumie
lastName: mishima
organization: sunset square
emailAddress: dreamdogs@aol.com
streetAddress: 1556 north fairfax Ave.
city: los angeles
state: Ca
zipCode: 90046
Date: Thursday, May 07, 2009
Time: 03:47:37 PM

comments:

i am a homeowner in Sunset square and I support the Purple line down Wilshire blvd and the red Line from Hollywood and Highland down Santa Monica Blvd.

Kristine Grillo

~~116a~~
116a

From: DreamDogs@aol.com
Sent: Thursday, May 07, 2009 3:44 PM
To: Westside Extension
Subject: Purple and Red line

We are homeowners living at 1556 North Fairfax Ave. Los Angeles, CA 90046. Our names are Leslie Militzok and Sumie Mishima. We support the Purple line down Wilshire blvd. and the Red line from Hollywood and Highland along Santa Monica Blvd. If you need to contact us by phone the number is 323-876-8160. Thank you.
Sumie Mishima and Leslie Militzok

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Kristine Grillo

From: JReichmann [jreichmann@sbcglobal.net]
Sent: Thursday, May 07, 2009 3:18 PM
To: Westside Extension
Cc: ComstockHills@yahoogroups.com
Subject: Metro routing

Dear Mr. Meiger:

I speak for my organization, Comstock Hills Homeowners Association, and our community of approximately 250 homes (east of Beverly Glen, south of Wilshire) when I tell you that we oppose tunneling under our properties to get a transit line from Century City to UCLA. In fact, we simply oppose any tunneling under our homes. We have attended scoping sessions and voiced our concerns. Please keep us apprised of any developments or pending decisions.

Sincerely,

Jan Reichmann, President
Comstock Hills Homeowners Association
jreichmann@comstockhills.com

202 S. Juanita Ave., # 2-211

Los Angeles, CA 90004

May 3, 2009

Mr. David Mieger, AICP,

Project Director and Deputy Executive Officer

METRO (LACMTA)

1 Gateway Plaza, MS 99/2/5

Los Angeles, CA 90012

Dear Mr. Mieger:

Thank you for the opportunity to comment on the METRO Westside Subway Extension (often referred to as "Subway to the Sea"). The fact sheet on the project, including detailed information under "Frequently asked questions" is very informative, and the public meeting I attended at the Santa Monica Library on 4/23/09 revealed a very strong public interest in the project, with thoughtful comments made by scoping meeting participants.

My comments on the project are as follows:

I recommend Alternative # 11, Wilshire Boulevard combined with the West Hollywood line. This comprises the Purple Line extension of Metro Rail from Wilshire/Western to Westwood/UCLA, and onward to downtown Santa Monica; combined with the West Hollywood route from Hollywood/Highland to Beverly Hills.

STATIONS

The following Purple Line and West Hollywood Line stations I agree with, without further comments:

- Wilshire/La Brea in Los Angeles
- Wilshire/Fairfax in Los Angeles
- Wilshire/La Cienega in Beverly Hills
- Wilshire/Beverly in Beverly Hills
- Wilshire/26th in Santa Monica
- Wilshire/16th in Santa Monica
- Wilshire/4th in Santa Monica

And:

- Hollywood/Highland in Los Angeles
- Santa Monica/La Brea in West Hollywood
- Santa Monica/Fairfax in West Hollywood
- Beverly Center area in Los Angeles & West Hollywood

STATIONS WITH VARIOUS OPTIONS

I have the following comments on the remaining Purple Line stations, from east to west, with an additional comment on a West Hollywood station:

0 Wilshire/Crenshaw.

This is listed as an optional station. One of your maps shows this as a station on a bus-only feeder route extending from Expo/Crenshaw north and northeast to Wilshire/Crenshaw and continuing on to Wilshire/Western. I agree that this might be the most cost-effective way to begin operation of the Purple Line from Wilshire/Western to Wilshire/Fairfax.

However it might be worth leaving this Crenshaw/Purple Line station as an option that might be added later (after the first segment of the Purple Line goes into operation), in the event that funding becomes available to extend the Crenshaw/Inglewood/LAX line, which appears to be drawing strong support as a light rail line, northward to Wilshire Boulevard. In this case, I would assume a subway section, if funded, from Expo/Crenshaw along Crenshaw to Wilshire, would be used by light rail trains, to meet an east-west Purple Line rapid transit station on Wilshire, and with an underground Crenshaw LRT station just to the south allowing an easy walking access to the Purple line station.

Further comments on Crenshaw I will add below.

0 Century City.

Of the two alternative station locations shown for Century City, I would suggest dropping the Santa Monica Blvd. station option, and adopting a station south of here, probably located at Constellation Blvd./Avenue of the Stars (perhaps a little to the east along Constellation, part ways to Century Park East). This would provide better coverage for office buildings, theatres, residences, and a little better access to the Century City Hospital. Olympic might be another option.

0 Westwood/UCLA.

Of the alternative station sites here, I would suggest locating the station north of Wilshire, probably at Weyburn or Le Conte (still along Westwood Boulevard), to provide better access to the huge UCLA campus as well as service to the Westwood commercial section south of here. A Le Conte station would provide excellent access to the UCLA Hospital and medical research facilities and enhance student access to classes, libraries, and other university buildings. And, the stop would still allow access to the Federal Building along Wilshire.

0 Bundy or Barrington.

On maps I have seen, the next station stop is shown at Bundy. There appears to be strong interest in locating a station west of the 405 Freeway as part of the third segment of the Purple Line, either because of highway traffic along Wilshire where it crosses the 405, or to provide improved possibilities for park and ride.

I suggest locating this last station on this segment of the line farther east at Barrington and Wilshire, as it would access larger office buildings close to Barrington, the VA Medical Center (and other VA facilities), and the large University High School close to Barrington. Also, construction costs for the west end of this third segment of Subway to the Sea could be reduced somewhat, to be made up for when work begins on the fourth segment.

And possibly, in the future decade when this segment can proceed, there may be more funding available to add a stop between Bundy and Centinela on Wilshire, probably inspired by future office building expansion along this section of West LA and Santa Monica.

0 Link to Exposition Line in downtown Santa Monica?

Again in the realm of what may be fundable in future decades, it may be worth extending the Purple Line south to meet the Exposition LRT line at about 4th and Colorado. This would allow better access to the Santa Monica Place, the Pier, City Hall, the Civic Auditorium, and residences and hotels in this part of downtown Santa Monica. A decision on this short extension could perhaps be delayed until later.

0 West Hollywood station at La Cienega or San Vicente.

I suggest adopting the San Vicente station. This would provide access to the Library, the Post Office, the Sheriff Station, and the Pacific Design Center. The latter includes the "Blue Whale", the second, green building, and a new red building now under construction. And, bus access to the "Sunset Strip" north of here would be only a little longer than if the La Cienega station on Santa Monica were adopted.

OTHER COMMENTS

0 405 Freeway and possible Exposition-Westwood/UCLA link

At the Sept. 8.2008 meeting at the Art Museum, on the Westside Extension Transit Corridor Study, I made brief public comments on a possible link from the Exposition LRT line to Westwood/UCLA parallel to the 405 Freeway. Although I had done my own field investigation of this concept, to give credit where credit is due, I heard after the meeting that Mr. Steve Brie of MTA staff had earlier

suggested this option, followed by the concept being publicized by Mr. Darrell Clark of the Sierra Club Transportation Subcommittee.

This potential route along Cotner and Sepulveda I thought of as a "stop-gap" measure that might be considered in the event funding for completion of the Purple Line to downtown Santa Monica might be curtailed or delayed by lack of availability of funding. It would of course provide access from Expo line stations from downtown Santa Monica to the 405 Freeway, and thence to Westwood/UCLA. Theoretically a route like this might be put in place before the Purple Line and West Hollywood routes arrive at Beverly Hills and Westwood, and might spur continued interest in the Wilshire and West Hollywood projects.

I don't believe this potentiality should be used to try to prevent the Wilshire subway route from Westwood to downtown Santa Monica from being funded and implemented. It might on the other hand be part of a precursor for a north-south 405 Freeway LRT route, which is now generating interest.

0 The Grove/Farmers Market Linkage

With the adoption of the Purple Line west to the Art Museum, Beverly Hills CBD, Century City, Westwood, and Santa Monica, if the West Hollywood route from Hollywood/Highland to Beverly/Wilshire is also adopted, some type of shuttle line option may be considered serving The Grove and the Farmer's Market, from Wilshire/Fairfax north and west to the Beverly Center. This might be in the form of a bus shuttle, a streetcar, or a monorail (the Grove already has a very short tourist streetcar!). Any of these shuttle route options would enhance patronage to both the Wilshire line and the West Hollywood route.

0 Crenshaw Corridor linkage to Purple Line/West Hollywood Line

An LAX-Inglewood/Florence-Crenshaw route connecting with the Exposition Line may be difficult to take to downtown LA via the Blue Line to 7th and Figueroa, owing to the number of trains that could be routed along the southern end of the Downtown Connector (even if an additional surface station was installed to provide patron access to the Red Line and Purple Line).

The concept of routing the Crenshaw line north from Exposition, north and northwest to the Wilshire/La Brea Purple Line station might be helpful in linking Crenshaw with the Wilshire rapid transit line. The recent MTA maps seem to suggest going northwest from Washington/Crenshaw underground, crossing Venice and Pico at the old Mid-Town or Mid-City Center location, and going up San Vicente to La Brea, with a stop at La Brea/Wilshire. This might help redevelop the old Mid-City shopping center/bus transfer point, and might be accomplished with some combination of surface and subway (or even vertical stack construction) in places, assuming the Crenshaw line continues to be light rail. This would provide a link east and west along Wilshire.

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Possibly, as I believe you suggested at the meeting, it might even be possible to extend the Crenshaw route north along La Brea to Hollywood largely in subway; if done with LRT, it would likely require another transfer station at Hollywood/Highland to both the Red Line and the West Hollywood line.

The above pretty much exhausts my thoughts on the subject of the Westside Subway extension, with branches and linkage to Crenshaw, at this point.

Sincerely,



Alan D. Havens

(213-736-7466

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Fax - Local Send



Fax - Domestic Send



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Date May 7th, 2009 Number of pages _____ (including cover page)

To:

From:

Name Mr. David Mieger Name Charles Follett

Company M.T.A. Company Santa Monica

Telephone Co: Mr. Steve Brye Telephone 310-395-8245

Fax 213-922-3060

Comments

West side Subway Extension
Comments

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Charles R. Follette
901 3rd Street,
Apt. #406
Santa Monica, Calif. 90403
Telephone 310-963-9952

Mr., David Mieger, AICP
Project Director and Deputy Executive Officer
Metro
#1 Gateway Plaza, MS 99/2/5
Los Angeles, Calif. 90012

May 7th, 2009

Dear Mr. Mieger and the Westside Subway Extension Team:

Being that I was born and raised in Santa Monica and continue to reside here, I realize the importance of having a mass transit rail system connect Santa Monica with Downtown Los Angeles. In part, because of the current economic conditions, as well as demographic reality, it is now more important than ever to select the transit system and alignment, which will yield the greatest benefit to our society, as a whole. We must select the system and alignment that will serve the greatest population, the largest number of destinations (workplaces, hospitals, government and private offices, schools & colleges, businesses, cultural attractions, tourist attractions, and general points of interest. Because of the current economic conditions affecting our Federal, State, County and Municipal governments it is necessary to make difficult choices. It is necessary to make decisions, which are logical, pragmatic, and economically sound. For this reason, for these times, and for the greater good of the whole region, the M.T.A. will be wise to say NO to PHASE 2 of the MID-CITY EXPO LINE and apply its projected cost towards building the extension of the Purple Line "SUBWAY TO THE SEA" all the way under WILSHIRE BOULEVARD to SANTA MONICA.

The projected cost to build Phase 2 of the Mid City/Expo Line is \$1.8 Billion. This is \$1.8 Billion that can be used for the Subway Extension. By applying this \$1.8 billion to the Subway we will pay for 30% of its projected cost of \$6 billion. This will also free up more revenue to help build the The Gold Line Foothill Extension and The Green Line connection to LAX. We only need one line built to Santa Monica, and the best line is the SUBWAY TO THE SEA under Wilshire Boulevard.

I feel that it is of utmost importance that we build the Wilshire Subway to the Sea. It would be redundant to build both the Wilshire Subway and the Exposition line to Santa Monica. Building the Subway To The Sea will bolster Los Angeles' standing as one of the truly great cities of the world.

I honestly feel that Phase 1 of the Mid-City/ Expo Line is much-needed project. I know it will be good for the residents of the Exposition Park area, Historic West Adams, Jefferson Park, Leimert Park, Baldwin Hills, the Crenshaw District and

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Culver City. I also feel strongly that this is as far as this line should go. For several reasons Culver City should be the final, permanent terminus for this line.

I attended the April 23rd Scoping Meeting in Santa Monica. It was at this meeting that representatives of the M.T.A. stated that due to the passage of Measure R on last November's ballot, \$4.5 billion will now be available to extend the Purple Line from Western Avenue to a location west of Interstate 405 in Brentwood. This is as far west as the Measure R funds will extend the Purple Line. It was further stated that the projected cost to complete the line from Brentwood to 4th Street & Wilshire Blvd. in Santa Monica is \$2 billion, essentially the same amount needed to build Phase 2 of the Mid-City Exposition Line. Because of the logical explanation described herein, the M.T.A. would be wise to give serious consideration to making the difficult, but pragmatic decision to allocate the \$2 billion away from Phase 2 of the Mid-City Exposition Line and use it to provide the final revenue needed to fully finance the Purple Line from Western Avenue all the way to 4th Street & Wilshire in Santa Monica. Doing this will greatly expedite the completion of "THE SUBWAY TO THE SEA" by many years.

It is for this reason that I request that as part of the Scoping Process the M.T.A. perform an analysis of the potential ridership on the Purple Line all the way to and from 4th Street & Wilshire Blvd. in Santa Monica WITHOUT THE CONSIDERATION OF THE MID-CITY/ EXPO LIGHT RAIL LINE. Please perform a ridership analysis where the only rapid transit rail line to Santa Monica is the Purple Line "Subway To The Sea". The results will likely show that the ridership all the way to & from Santa Monica will be huge.

It is of vital importance that we act on this issue immediately. Because of the way revenues are allocated for this type of project; i.e. government committee's, et al. If the Exposition line WEST of Culver City is funded and slated to be built, the chance of constructing a second rapid transit rail project to Santa Monica will be nil. Legislators from other areas will surely deny a second line to Santa Monica. They will say that it is redundant. Why should there be two rapid transit rail lines to Santa Monica when most areas don't have any? I can easily understand how they could reach this conclusion. So lets select the best project to Santa Monica from the beginning.

With so many demands for so few government dollars, we can't take any chances. If we don't act NOW on this issue we may never have another chance to build the Santa Monica line where it obviously should be built—

— STRAIGHT DOWN WILSHIRE BOULEVARD TO THE OCEAN —

Following are just a few additional reasons we should do this:

- 1) As you know, the traffic congestion problems between Santa Monica and downtown Los Angeles are worse now than they have ever been. Without a sensible, accurate, and legitimate solution, the situation will only deteriorate year by year. The light rail system is simply not capable of handling the passenger capacity levels, which could be achieved, given that the right system is in place. According to the MTA, each light rail car (Blue Line, Green Line, Gold Line, — with accordion connection in the middle) can seat up to 144 passengers. Because of platform length limitations, each

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train can carry a maximum of 3 cars. So the total capacity per light rail train is only 432 passengers.

The Purple Line Wilshire Subway can carry up to 135 passengers per car. The station platforms are built to accommodate 6 cars per train. This brings the total number of passengers per train to 810. Thus, the Wilshire Subway can transport nearly double the passengers per train than the light rail line. The figure increases even more when we input the fact that the Red Line Subway can accommodate many more standing passengers, than can the light rail.

Another big advantage of the Wilshire Subway is to consider the time duration between trains. During peak rush hour periods the frequency of train departures is increased. The MTA states that the Purple Line Wilshire Subway could depart once every five minutes. The maximum number of passengers on the Subway per hour will be 16,200, in each direction. During rush hour the Exposition light rail line would depart once every 10 minutes (i.e. the Gold Line). Thus, the Exposition light rail line is capable of carrying only 4,320 passengers per hour.

So, as we can see, The Purple Line Wilshire Subway to Santa Monica can transport a total of 11,880 more passengers per hour. This means that the Purple Line Wilshire Subway can transport 375% more passengers per hour than the Exposition light rail line.

If the Exposition light rail line from Culver City West to Santa Monica operated at this frequency during rush hour (10 minutes between trains), the ensuing GRIDLOCK at major westside intersections would defeat the whole purpose of having this system in place. (As is further explained in reason #3 below).

The Exposition light rail line, West of Culver City, will be full before it departs the first station, with perhaps hundreds of people left standing on the platform. It simply is not capable of doing the job required. People will become discouraged and the system will flounder. In simple terms it will be obsolete before it is built. The Wilshire Subway is the right system to transport people on this high density corridor, not the Exposition light rail line from Culver City West to Santa Monica. We can undo the gridlock, minimize the congestion, and create one of the most successful subway routes in the world if we arrive at our solution by using sensible, accurate, and legitimate reasoning.

- 2) The potential problem, because of residential outrage, of not being able to use the large area of land in Santa Monica slated to be the light rail maintenance yard (The Verizon service yard between Stewart Street and Centinela), and the necessity to place it where the THE BERGAMONT STATION ART CENTER is located. With the Wilshire Subway NEITHER area will be disturbed.
- 3) Extending this line West of Culver City will ultimately INCREASE traffic congestion on the westside. This is because of GRADE CROSSINGS which will tie up traffic on many major westside boulevards, i.e. Venice, Sepulveda, Sawtelle, Barrington, Pico, Bundy, Centinella, Stewart, Cloverfield, Olympic, 20th, 17th, 14th, 11th, and Lincoln Boulevard. The underground subway will have zero grade crossings, thus no interruption of traffic flow.

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4) An acceptable route from Culver City to Santa Monica may not exist. Due to the potential outcry from residents in the Cheviot Hills- Rancho Park area there is doubt that this original route of the Exposition line could be used. The City of Culver City seems to be against the possible alternate route, which would divert the line down Venice Blvd. to Sepulveda. Culver City doesn't want to lose traffic lanes on Venice Blvd. They feel that doing this would also increase congestion. This alternative would be a very long and circuitous route to Santa Monica. Even more travel time will be added on to the trip, thus decreasing its overall appeal. Plus, there still may objections about noise, safety, etc. from residents who live along the revised route. The route of the underground subway will be designed and constructed to be direct, sleek, straight, and very fast. Of course it will be completely silent at street level and won't cause congestion or gridlock.

5) Hopefully, with the Wilshire Subway to the Sea being selected as the rapid transit rail route to Santa Monica, we can create a win-win situation for the entire region. Two of the fastest growing areas on the westside in population density are Venice- Marina del Rey-Playa Vista and Century City-Westwood.

If the Exposition line is to travel West of Culver City, I feel that it makes a great deal more logistical sense for it to travel straight down VENICE BLVD. to LINCOLN BLVD, then south to LAX. This would serve the residents of Palms, Mar Vista, Venice, Marina del Rey, and Playa Vista, and Westchester.

Along the Wilshire Subway there will be stations at both CENTURY CITY and WESTWOOD-UCLA. Thus, these two major areas with substantial increases in population density (Marina del Rey/ Playa Vista & Century City/ Westwood) will suddenly be able to accommodate their growth).

6) Wilshire Boulevard extends along the heart of the city. The points of interest and destinations along Wilshire Boulevard are a big part of why Los Angeles is considered one of the world's top cities. These are destinations for both residents and tourists of our area. Heading west from Western Avenue we have Koreatown, The Wilshire Ebell Theatre, Hancock Park, The Los Angeles County Museum of Art, The Page Museum, The La Brea Tar Pits, The Fairfax District, Little Ethiopia, The Farmers Market & Grove, Restaurant Row on La Cienega, Beverly Hills, Rodeo Drive, Century City, Westwood, UCLA, The VA at Wadsworth, Brentwood, Santa Monica, and Will Rogers State Beach. The Exposition line west of Culver City simply does not have the points of interest or destination demand that the Wilshire Subway has.

7) There is great demand for a subway down Wilshire from working people at ends, East and West. A large population of Eastside residents works in the residential and commercial areas directly adjacent to Wilshire Blvd in Santa Monica & Brentwood. A large population of Santa Monica & Brentwood residents work in Westwood, Century City, Beverly Hills, the Fairfax District, Miracle Mile, Mid-Wilshire, and Downtown areas. The Subway will carry workers from both sides of town, to and from Santa Monica & Brentwood. The Wilshire subway will deliver hundreds of

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thousands of workers to their jobs each day, in both directions. During non-work hours people will take the Wilshire subway from Santa Monica to destinations ranging from Southwestern Univ. School of Law to the Federal Building and UCLA in Westwood, to MacArthur Park and Staples Center. The number of people who commute to work along the Exposition line in areas between Culver City and Santa Monica would be minimal compared to the Wilshire corridor.

(8) New and improved tunneling techniques will allow for the construction of the Subway all the way to Santa Monica in much less time than previously predicted.

As a lifelong resident of Santa Monica I have always wanted to have a rapid transit rail system connecting Santa Monica to Downtown Los Angeles. For the above stated reasons I have always hoped that the route for this would be straight down (under) Wilshire Boulevard. I am quite concerned that if the light rail route down the Exposition right of way running from Culver City West to Santa Monica (Phase 2) is approved, then we will never see the Purple Line Wilshire-Santa Monica Subway dream realized. As I stated in my introduction, the decision-makers will find it very difficult to justify building two different rapid transit rail lines, which start in Downtown Los Angeles and have Santa Monica as the final destination. By reallocating our efforts from the Phase 2 of the Expo Line line to the Purple Line Wilshire Subway our arrival at Will Rogers State Beach is already in the works.

From the Champs-Elysees' in Paris to the Via de la Reforma in Mexico City to Market Street in San Francisco, Michigan Avenue in Chicago, Fifth Avenue in New York City, Regent Street in London, to the Leiddeplein in Amsterdam,

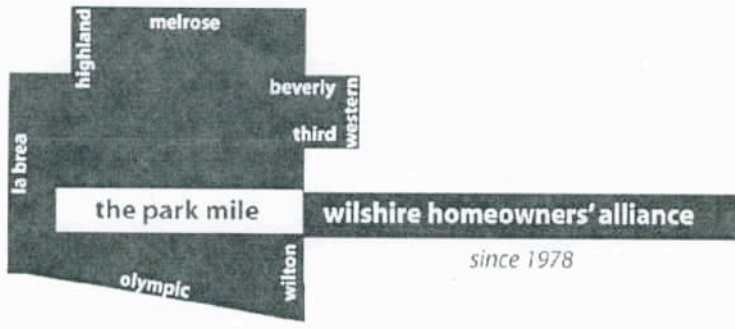
Every great city has a great boulevard, which help to create that greatness. Having a Wilshire Boulevard Subway which travels all the way to Santa Monica will be the lifeline that finalizes that greatness, which is Los Angeles and—Santa Monica. .

Thank You Very Much,

Sincerely,



Charles R. Follette



- Brookside Homeowners' Association
- Citrus Square Neighborhood Association
- Fremont Place Association
- Hancock Park Home Owners' Association
- 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

May 5, 2009

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

Re: EIS/EIR SCOPING for Westside Extension

Dear Mr. Mieger:

We write again on behalf of the Wilshire Homeowners' Alliance. As you know, the WIIA Executive Committee has been on record since the autumn of 2007 in support of Westside extensions of both the Purple Line and the Red Line, and we agreed with Metro staff that the Purple Line extension should take place first. And, as you know, we still see no transit-based or planning-based reasons to justify construction of an unneeded subway station at Bronson-Lorraine (Crenshaw) and Wilshire. We remain confident that an objective and professional review of the planning issues involved will result in transit experts' recommendations that scarce subway construction funds not be wasted on building an expensive station at that low-density location, just four long blocks from the existing station at Western Avenue.

To assist your staff and consultants in the scoping and conduct of your environmental reviews, we are going to emphasize -- in the remainder of this letter -- information from prior communications and studies that argue against an unneeded subway station at this location at the exact intersection of three City of Los Angeles low-density Historic Preservation neighborhoods: **Wilshire Park, Windsor Village, and Windsor Square.**

The *July* 1979, Wilshire Subway proposals of the Southern California Rapid Transit District (SCRTD) did not include a subway station in the low-density Park Mile Specific Plan area. Then, in *September* of 1979, without notice or hearing, the SCRTD Board of Directors added a subway station on Wilshire near Crenshaw, right in the middle of the Park Mile. A few months later, such a station was included in the paperwork underlying the subway planning, and it was included in the Preliminary Engineering work that received funding in June of 1980.

The Preliminary Engineering for the project (by Sedway/Cooke) clearly showed, however, the special nature of the Park Mile Area (not a Regional Center) in the Local Land Use analysis.¹

During these early days of subway planning, the Director of Planning of the City of Los Angeles wrote (on May 26, 1982) that he was "strongly opposed to a Crenshaw station on the

¹ Sedway/Cooke SCRTD Metro Rail Project Preliminary Engineering Program Figure III - LU 1 Local Land Use Development Plans. (Figure III - LU 1 is enclosed with this letter.)

WHA to Mr. David Mieger, AICP
Re: EIS/EIR Scoping for Westside Extension
May 5, 2009
Page 2 of 3

proposed Metro Rail line." He concluded his letter: "I urge the immediate deletion of the Crenshaw station from consideration so that we may devote our collective energies to the remaining stations which are genuinely needed."²

The Los Angeles City Councilman for the Fourth District also wrote to the SCRTD in May of 1982, citing a letter previously written by the Councilman in June of 1980, wherein the Councilman made known his "concern for what effects the inclusion of the [proposed Crenshaw] station might have on the future of the surrounding neighborhoods." He concluded his 1982 letter: "The concept has been repeatedly rejected by the Department of City Planning, your own transportation consultants and planners, and the community at large. Given this compelling criteria, a Metro Rail Station situated at Wilshire/Crenshaw must be considered altogether detrimental to Los Angeles' planning priorities, transportation needs, commercial development, and community interest."³

In July of 1982, the General Manager of the SCRTD also recommended against a station at Crenshaw: "I do not see any way to recommend or justify a station at Crenshaw and Wilshire. A station at this location would be in direct conflict with the land use plans that were developed and approved by the City of Los Angeles and the communities surrounding the proposed site. Only if the City changes such plans within a period of six months could a station reasonably be considered, and even then, ridership might not justify a station at that location."⁴

The City's land use plans were not changed. The Park Mile Specific Plan is still in effect. The Wilshire Community Plan, when updated in 2001, continued the low-density residential uses in the communities surrounding the Crenshaw / Wilshire intersection.

The Los Angeles City Councilman for the Fourth District wrote to two of his City Council colleagues in October of 1982, reporting on transit ridership statistics and saying to his colleagues: "It seems difficult to justify a costly subway station at Crenshaw and Wilshire Boulevards when a major subway station will be located five streets to the east at the busy Wiltern Center on Western Avenue." [Underlining in original.]⁵

The City of Los Angeles Director of Planning, on December 3, 1982, wrote to the Mayor, three Councilmembers, and the SCRTD General Manager, observing that: "The Park Mile area is not a Center, but rather a low density area between two designated Centers. As Director of Planning, I feel that it would be inappropriate to locate a growth-inducing facility in an area where significant intensity of development is to be discouraged."⁶

In the November 30, 1982, Report to the City Planning Commission attached to his December 3, 1982, memorandum, the Director of Planning concluded: "It is the considered judgement of the City Planning staff that the spirit and intent of the Concept, Citywide Plan, Wilshire

² May 26, 1982, letter from Calvin S. Hamilton to John Dyer of SCRTD, page 2.

³ May 28, 1982, letter from John Ferraro to Michael Lewis of SCRTD, pages 1 and 2.

⁴ July 22, 1982, memo from John A. Dyer to SCRTD Board of Directors, page 1.

⁵ October 7, 1982, letter from John Ferraro to Pat Russell and Dave Cunningham, page 1.

⁶ December 3, 1982, memo from Calvin S. Hamilton to Mayor Tom Bradley, Councilmembers John Ferraro, Pat Russell, and Dave Cunningham, and John Dyer of SCRTD, page 1.

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WHA to Mr. David Mieger, AICP
Re: EIS/EIR Scoping for Westside Extension
May 5, 2009
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District Plan and Park Mile Specific Plan is that no Metro Rail transit station should be located in the Park Mile. It is not a Center and future growth is to be strictly controlled.”⁷

As a result of the professional recommendations, the SCRTD Board of Directors, on December 20, 1982, adopted an alignment that included subway stations at Western, LaBrea, and Fairfax -- and no station at Crenshaw.⁸

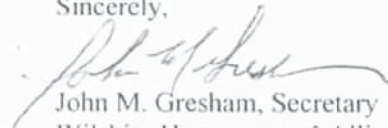
Nonetheless, continued political pressure by proponents of a Crenshaw station kept the issue on the table. In response, on March 24, 1983, members of the Park Mile Design Review Board wrote to the Department of City Planning to urge that a station at Crenshaw not be added. They listed several factors that they believed were “reasons why such a station would violate the very heart of the Wilshire Park Mile Plan which we as the Design Review Board have worked so hard to implement.”⁹

The first segment of the subway, from Union Station to MacArthur Park, opened in 1993. The extension to Western Avenue opened in 1996. Concurrently, increased community activism was being directed to extending light rail west from Downtown as the Expo Line (now under construction, with a station to be at Exposition and Crenshaw) and to further improving mobility in the Crenshaw corridor itself, as documented in the 1994 Crenshaw-Prairie Corridor Preliminary Planning Study.

Since 2007, the Wilshire Homeowners’ Alliance has participated in the renewed studies for a Metro Westside Extension. Our support for a Purple Line extension, and our opposition to adding an unneeded subway station at Bronson-Lorraine (Crenshaw) and Wilshire, are clear. The foregoing reasons for not adding such a station -- expressed by planning experts, including the SCRTD’s own General Manager, in the late 1970s and early 1980s -- are equally valid today. The stations west of Western should be in the Miracle Mile Center and beyond, not in the low-density Park Mile.

We trust that your consultants will keep all this in mind as they prepare the next round of environmental analyses for the Westside Extension. Please keep us involved as you and your consultants study further these important issues affecting our community. Thank you.

Sincerely,


John M. Gresham, Secretary
Wilshire Homeowners’ Alliance

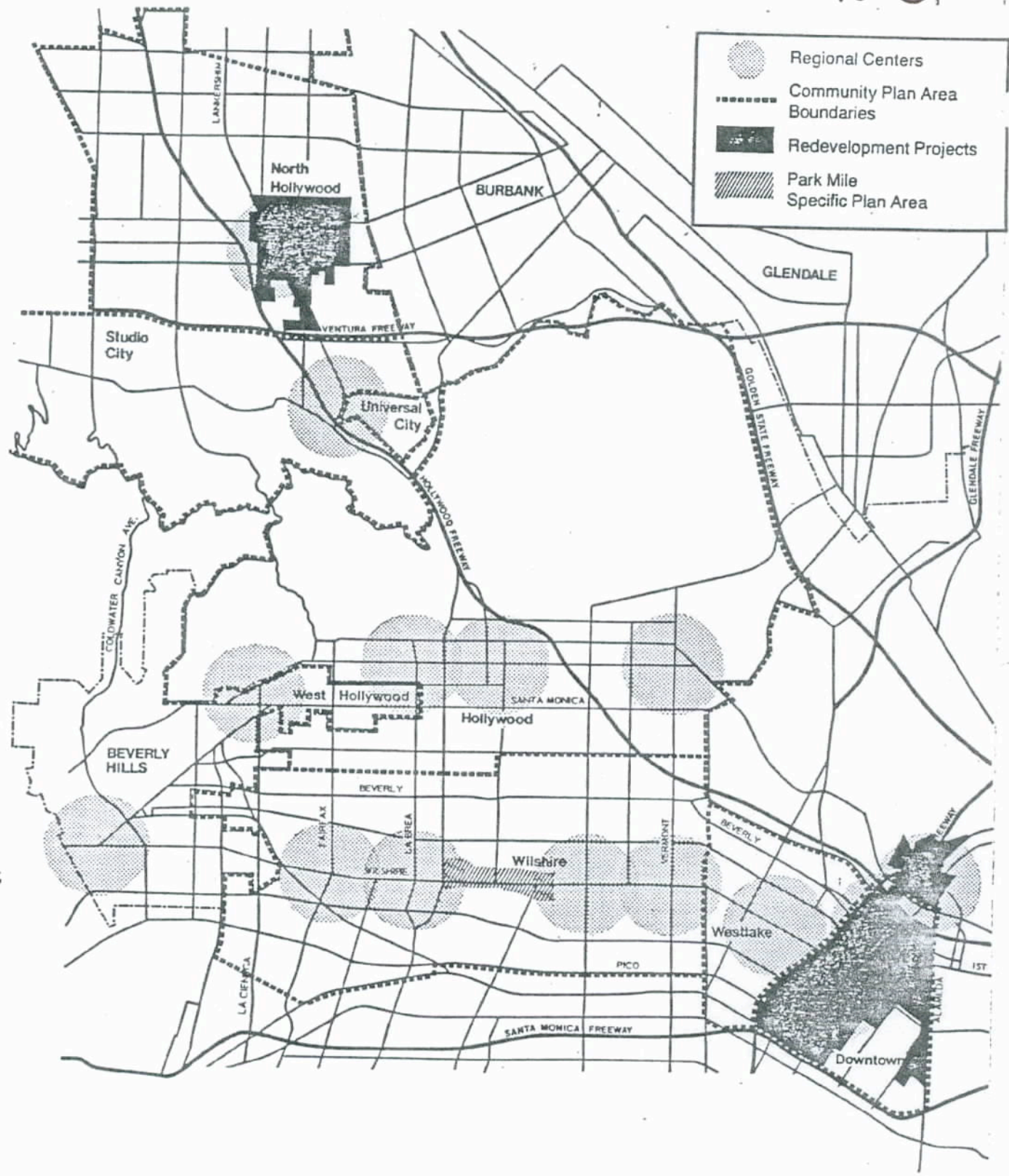
cc: Honorable Tom LaBonge
Honorable Herb Wesson
City Planning Director S. Gail Goldberg
WHA Member Associations
Greater Wilshire Neighborhood Council

⁷ November 30, 1982, Report to City Planning Commission attached to December 3, 1982, memo from Calvin S. Hamilton to Mayor Tom Bradley, *et al.*, page 6.

⁸ February 12, 1983, letter from Marcus Crahan, Jr. to John H. Welborne (and other neighbors) and accompanying December 20, 1982, SCRTD map of Metro Rail Alignment. (Map is enclosed with this letter.)

⁹ March 24, 1983, letter from Lawrence Chaffin Jr., AIA, Anthony P. Hays, Roy F. Avis, and Susan Rubin to John Tomita of Department of City Planning.

1200

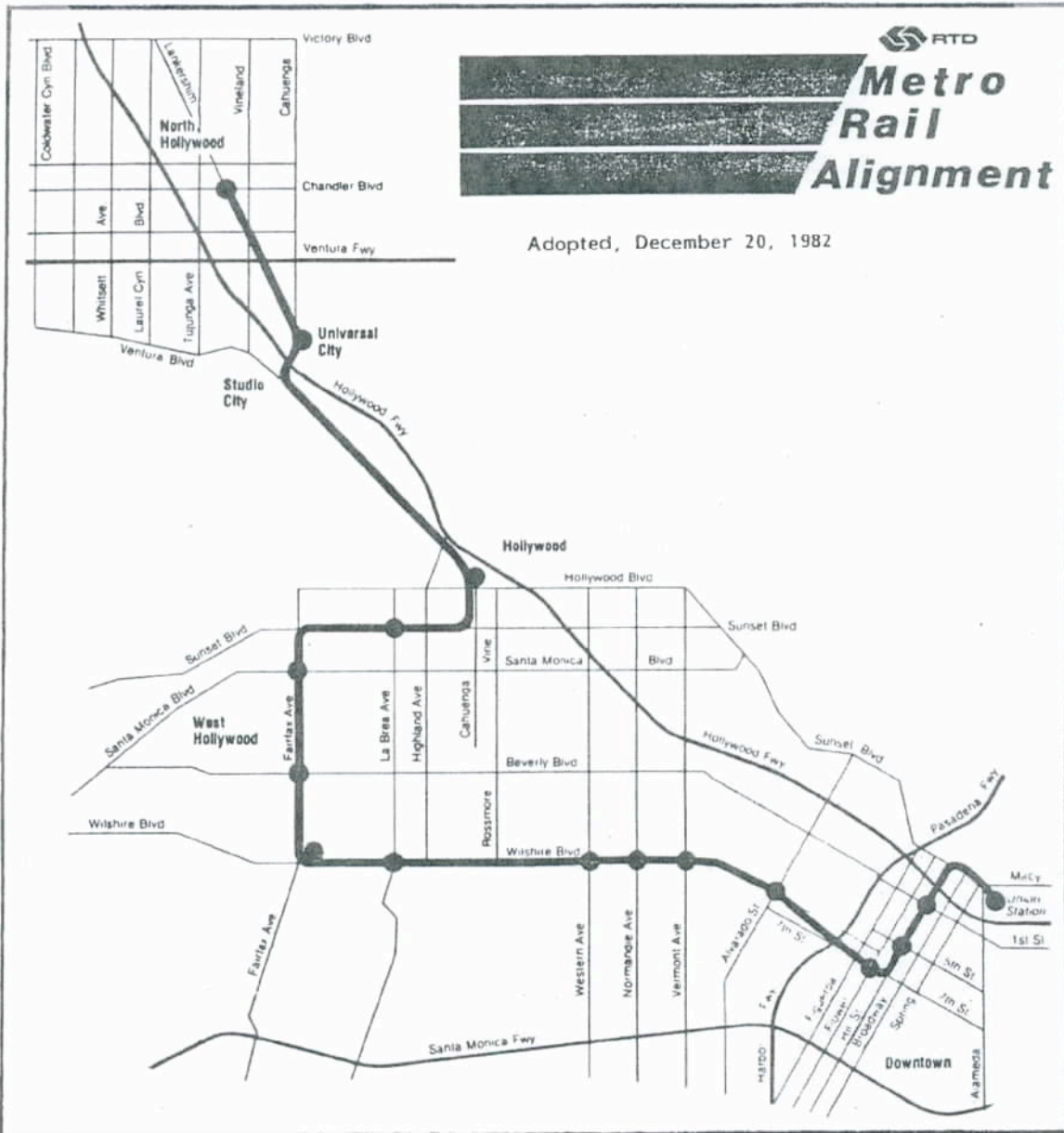


Southern California Rapid Transit District
Metro Rail Project
 PRELIMINARY ENGINEERING PROGRAM

0 1 2 3 miles ↑

Figure III-LU 1
Local Land Use
Development Plans

SEDWAY/COOKE
 Urban and Environmental Planners and Designers



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Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Monday, May 11, 2009 2:53 PM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: John
lastName: Wolf
organization: Fonality
emailAddress: jwolf@fonality.com
streetAddress: 1220 S Plymouth Blvd
city: LOS ANGELES
state: CA
zipCode: 90019
Date: Monday, May 11, 2009
Time: 02:52:47 PM

comments:

I'm so glad to hear you are making efforts on expanding this line West. I implore and urge you from with the utmost sincerity and believe I speak for the city, Please make this happen sooner. SOONER rather than later.

- * Redline subway planned since 1980 that would extend into the Eastside.
- * Eastside Goldline Extension will finish late 2009.
- * That's about 30 years!

We don't want to wait until 2032 (about 23 years) for a subway to get to Westwood, but maybe that's the political and economic reality deflating our high expectations.

Please make it happen! We need this !

May 4, 2009

Mr. David Mieger, AICP
 Project Director and Deputy Executive Officer
 METRO
 1 Gateway Plaza, MS 99/2/5
 Los Angeles, California 90012

RE: Metro Westside Extension Transit Corridor
 Crenshaw Station

Dear Mr. Mieger

We are advocates for neighborhood preservation and strong supporters of the proposed Westside Metro and the proposed Westside Crenshaw Station. As residents of Windsor Square, former Board members of the Windsor Square Association, and community activists who have led the charge for the HPOZ and the Marlborough School expansion, we feel the opportunity the Crenshaw stop represents for our neighborhood's future and our children's futures should be carefully considered for its long-term impact on the city. The immediate misguided concerns of a few neighbors who fear the inevitable changes that increased urbanization will bring could easily leave this beautiful area without adequate public transportation. There we would be--the donut hole in the middle of the transportation grid. The proposed Wilshire Subway-to-the-Sea presents a historic opportunity to unite our Mid-Wilshire residential neighborhoods with the Westside and eventually the City as a whole.

Please take an objective look at the impact continued isolation and increased dependence on the car would have on the viability of the Wilshire Park Mile and our residential neighborhoods in Mid-Wilshire. We look to Metro to study the social and economic impact on our neighborhood, assessing us in a regional context with questions such as:

- Does a sustainable community exist without access to efficient public transportation?
- How would the absence of a subway stop for 2 miles in the middle of the city impact the Western and LaBrea Stations?
- Would a subway stop in the Park Mile help to revitalize and stabilize commercial leases and reduce or eliminate chronic parking problems on the adjacent residential streets?
- Would direct access to West Los Angeles neighborhoods boost membership in the struggling Ebell Club and broaden the options for the adaptive re-use of the currently vacant and economically immobilized Scottish Rite Temple?
- Can Marlborough School maintain its status as a nationally recognized secondary girls school if they can't attract elite students and faculty from all parts of Los Angeles who without adequate public transportation flounder in traffic for hours every day? What of the residents of our neighborhood who flounder in traffic for hours a day simply trying to get to jobs in Beverly Hills, Century City or Santa Monica? Isn't it going to get worse?
- If most of the Park Mile is currently built out under the guidelines of the Park Mile Specific Plan and the adjacent communities are low density HPOZ protected neighborhoods, how could the proposed stop trigger increased density around the station? Should the Park Mile Plan be reconsidered in the context of current community and city needs?

We all understand that the decisions that are made now will impact the viability of stable, historic neighborhoods like ours well into the future. All parts of the City should be connected to each other -- Metro can and should bring the City together.

Thank you,


 Mary Pickhardt (marypickhardt@ca.rr.com) and Amanda Parsons (focusap@aol.com)

Kristine Grillo

From: Litvak, Jody Feerst [Litvakj@metro.net]
Sent: Tuesday, May 12, 2009 2:29 PM
To: Kristine Grillo; Christian Rodarte; Clarissa Filgioun
Subject: FW: I have a question/comment about the Westside Extension Transit Corridor Study

Another one to count ...

From: webmasters@metro.net [mailto:webmasters@metro.net]
Sent: Tuesday, May 12, 2009 11:35 AM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Snigdha
lastName: Das
organization:
emailAddress: Doc4children@yahoo.com
streetAddress: 1742 Barry Ave Apt 2
city: Los Angeles
state: CA
zipCode: 90025
Date: Tuesday, May 12, 2009
Time: 11:35:07 AM

comments:

A West Side extension is a necessity. Traffic along Santa Monica Blvd (especially through Beverly Hills) is ridiculous. Furthermore, patients of UCLA do not have a convenient means of public transportation to come to the medical center for treatment. This is especially unfair to families with chronically ill children who end up having to take multiple buses making their trip to the doctor an all day affair. Without a West LA connection to the train system Los Angeles is defying the Go Green effort. The bus system is slow and unreliable and people would rather drive than deal with the buses. This only makes this worse. Do the residents of Los Angeles a favor (and the environment) and extend the rail system to cover West LA. Thank you!

4-22-09

Pre-Draft Comments - EIR for Westside Subway Extension

1. The Wilshire and West Hollywood lines are the best of the alternatives studied and the five construction phases presented are reasonable. The Wilshire line should be built first to Barrington Ave. or Bundy Dr. in West Los Angeles, followed by the West Hollywood line and then the final leg of the Wilshire line should be built from Barrington or Bundy to downtown Santa Monica.
2. The decision on whether to build the Crenshaw station should be based on the ridership projections. If the projected ridership is not substantially below the typical ridership of the other existing stations along the Red Line subway, then the Crenshaw station should be built. Otherwise, it should not.
3. For the Century City station alternatives, the best one is at Avenue of the Stars and Constellation Boulevard, which is centrally located relative to the commercial core of Century City between Olympic and Santa Monica Boulevards. Walking distances will be roughly equal. A quarter of a mile is considered by planners to be a reasonable walking distance for most pedestrians and that will be the typical distance if the station is located at Avenue of the Stars and Constellation. While a developer has offered to incorporate a station at Santa Monica boulevard and Avenue of the Stars into his project, the offer should not drive the decision on station location. A station located on Santa Monica Boulevard would not be centrally located and would be inconvenient for most of Century City. Walking distances to the station, up to a half a mile, would be much longer for riders coming from the southern half of the commercial core located south of Constellation Boulevard.
4. Of the two station alternatives for Westwood, the one at Wilshire and Westwood Boulevard will probably have the highest ridership due to the nearby office buildings and Westwood Village immediately to the north. However, if the ridership projection shows that a station further north at Westwood Boulevard and Le Conte Ave. has a higher ridership due to it being next to UCLA, then locating the station at Le Conte Ave. with a shuttle going south along Westwood Blvd. to Wilshire would be a reasonable choice. Alternatively, if Wilshire and Westwood is selected, then there should be a shuttle running north to UCLA. Regardless of which location is selected, the Westwood station should be constructed with two levels, as with the Metro Center Station downtown, with one of the levels set aside for a future north/south subway under the Santa Monica Mountains linking the Valley to the Westside and eventually extending south to LAX. A north/south subway would provide an alternative to the heavily congested 405 Freeway. While a north/south subway can not be built in the immediate future, it is probably 20 to 30 years from now, provision for it should

Kristine Grillo

From: Litvak, Jody Feerst [Litvakj@metro.net]
Sent: Thursday, May 14, 2009 8:45 AM
To: Kristine Grillo; Christian Rodarte; Clarissa Filgioun
Subject: FW:
Attachments: disclaim.txt

[Another scoping comment.](#)

From: joseph.lally2@ubs.com [mailto:joseph.lally2@ubs.com]
Sent: Thursday, May 14, 2009 7:39 AM
To: Westside Extension
Subject:

Dear Sirs ,our family located at 1436 warnall ave LA 90024 is opposed to tunneling under our neighborhood .the proper route is under Wilshire Blvd

Joe

J. Joseph Lally
Senior Vice President - Investments
UBS Financial Services
777 S Figueroa St. 51st Floor
Los Angeles, CA 90017

Direct: (213) 972-1535
Toll Free: (800) 624-9289
Fax: (213) 972-1499

Kristine Grillo

From: Litvak, Jody Feerst [Litvakj@metro.net]
Sent: Thursday, May 14, 2009 11:03 AM
To: Kristine Grillo; Clarissa Filgioun; Christian Rodarte
Subject: FW: I have a question/comment about the Westside Extension Transit Corridor Study

From: webmasters@metro.net [mailto:webmasters@metro.net]
Sent: Thursday, May 14, 2009 10:33 AM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Alexander
lastName: Santos
organization: UCLA
emailAddress: santosam@ucla.edu
streetAddress:
city:
state:
zipCode:
Date: Thursday, May 14, 2009
Time: 10:32:47 AM

comments:

In Metro's upcoming project concerning the Westside Subway Extension, what is Metro's perspective on constructing a line underneath the cemetery regarding the Welshire station in Westwood. What would be the consequences of opting for a design that requires going under the cemetery? Would that affect the possibility of obtaining federal funding? Is it possible by law to dig under the cemetery?

Additional Comments Received After Comment Scoping Period

LRT Network Connections to the Westside Subway Extension

Darrell Clarke
June 16, 2009

These are additional comments on potential future light rail interfaces with the Westside Subway (Purple Line) extension, as an alternative to my May 7, 2009 subway-based-network Scoping Comments (copied here on pages 3-5).

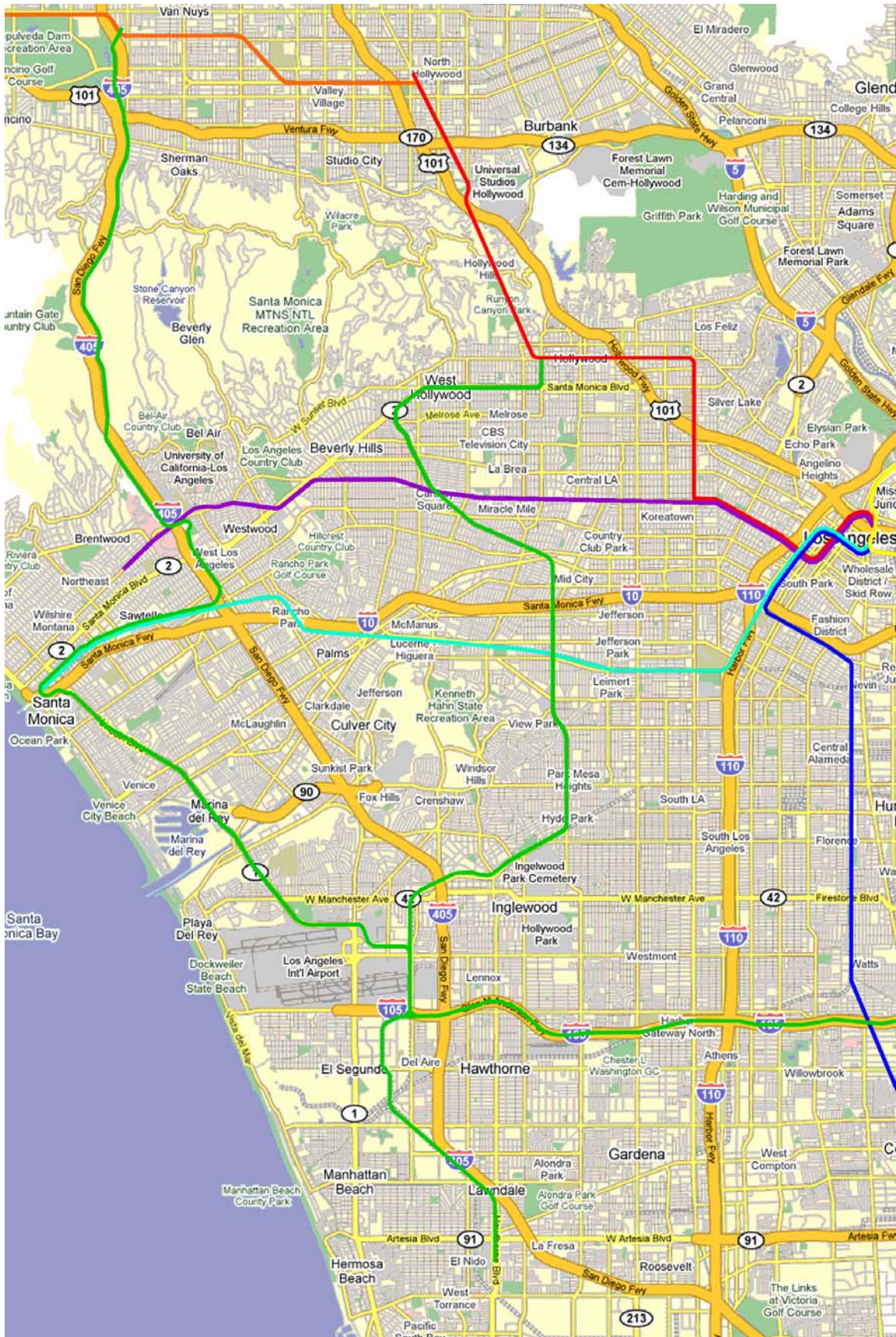
That map used Red Line heavy rail technology to take advantage of shared sections of the new Purple Line subway, but at a high cost. The new map on page 2 is an opposite version, using light rail – at-grade as much as possible – to reduce costs while serving the same two corridors: Valley – Westwood – Lincoln – LAX and Hollywood – Crenshaw – LAX.

As a contrast to a tunnel from the Valley to Westwood this version would be cut into a shelf above the I-405 freeway over Sepulveda Pass. South of Sunset it would be aerial on the west side, turning east to loop around the Federal Building for its Westwood station. It would use the Expo Line to Santa Monica, then go down Lincoln to LAX, partly at-grade.

Hollywood to West Hollywood and Mid City to Crenshaw would be in tunnels. (But is hydrogen sulfide present there?) As much as possible of the rest would be at-grade in boulevard medians, consistent with a push to rapidly expand L.A.'s rail network combined with less driving in the future. Here are some segment details:

Valley to LAX via Lincoln	
North & south of 101	Aerial structure to ease grade
Sepulveda Pass	Cut into shelf on east side of I-405
Getty Center Drive to Church Lane	Cut into west side shelf below Getty Center, with station at the Getty
Church Lane to Wilshire	Aerial on west side of I-405 to Westwood station by Federal Building at Veteran
Wilshire to Exposition	Aerial along I-405 and/or Sepulveda
I-405 to 4 th Street	Share Expo Line track; one line could end at Bergamot if capacity issue on Colorado
4 th Street to Lincoln	Aerial over I-10, then west side of Lincoln at-grade (taking Chevron station) and entering Lincoln median at Michigan Ave.
Pico to Venice	Median tracks; station at Ocean Park Blvd.
Venice to Fiji Way	Aerial along Lincoln; stations at Venice and Marina del Rey
Fiji Way to Aviation	At-grade and aerial

Hollywood to Expo-Crenshaw	
Hollywood Blvd. to Burton Way	Subway
Burton Way to Pico-San Vicente	Median tracks, grade-separated at Wilshire and Olympic-Fairfax
Pico-San Vicente to Expo-Crenshaw	Tunnel



Scoping Comments on Westside Subway Extension

Darrell Clarke

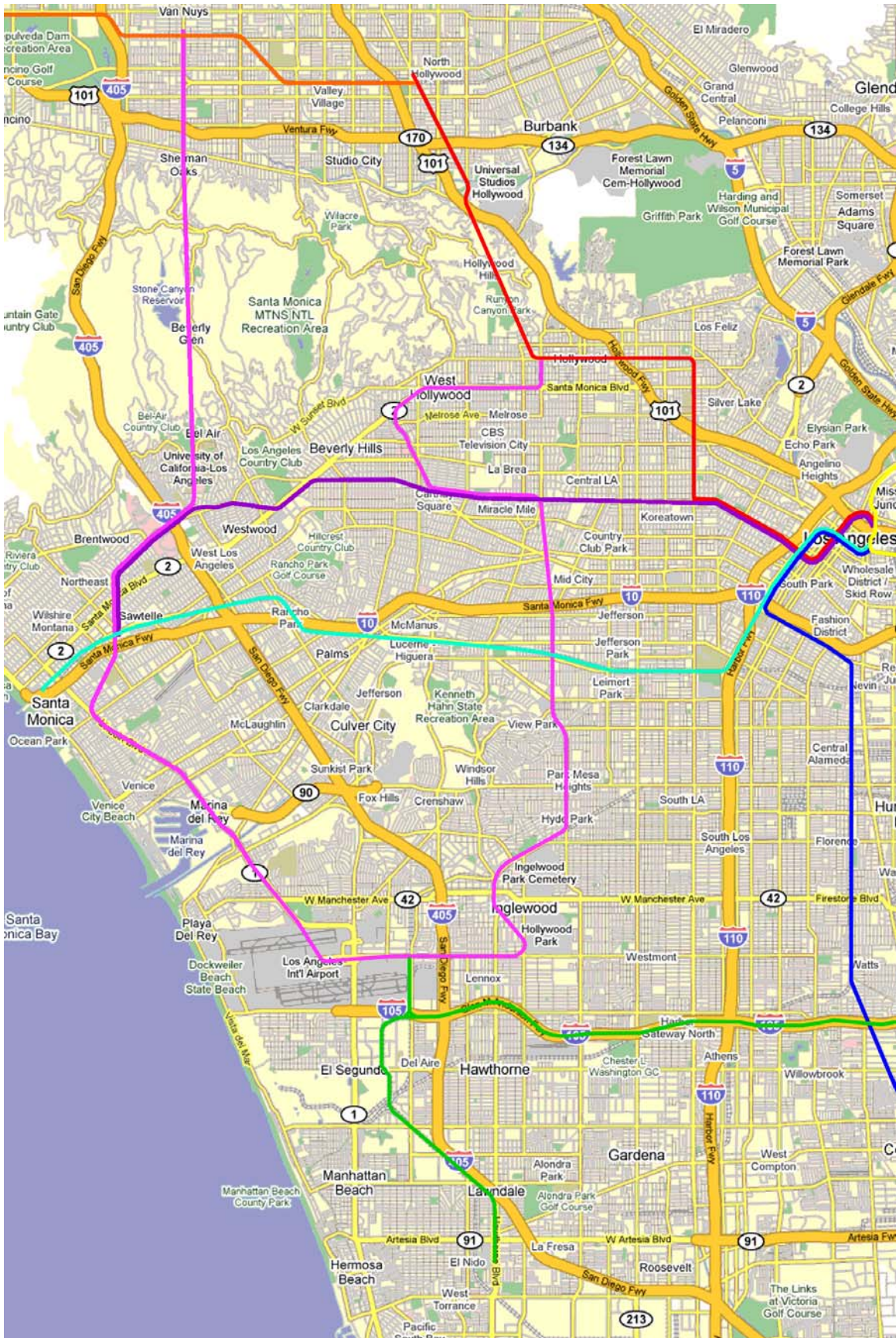
May 7, 2009

It's important to have a vision for the larger Westside rail network – especially future north-south lines that would create a larger grid – in order to best plan the Wilshire subway. The following page is a discussion map for that purpose.

1. If the Purple Line MOS-3 goes to Bundy (one stop west of the 405), suppose it turns south one more station to end at the Expo Line station at Bergamot Station / Olympic / 26th, rather than continue west along Wilshire to downtown Santa Monica.
2. Suppose the future line to the Valley uses LA's heavy rail mode. It could then share this section of Purple Line to get a head start south toward LAX. It would share the Westwood Village station and could have a second station on the north part of the UCLA campus.
3. Neither Lincoln nor the I-405 corridor has a reasonable surface right-of-way. If either is therefore to be in subway, and one were to pick one, there are more destinations and housing density along Lincoln. Therefore continue this subway south from Expo / 26th along the Lincoln corridor. Potential stations include:
 - Ocean Park / Lincoln (serves dense Ocean Park residential, and Santa Monica already plans to rezone for a transit village at the Albertson's site on the SE corner)
 - Venice / Lincoln (serves Venice and connection with Venice Blvd. buses)
 - Marina del Rey
 - Playa Vista / Loyola Marymount
 - If it's in a subway, how about a station within the LAX terminal loop?
4. Similarly, suppose you combine the West Hollywood subway branch with the Crenshaw line to create a continuous north-south line. Rather than turning west at La Cienega it would turn east and share Wilshire's stations at Fairfax and La Brea, then turn south where, again, there's no surface right-of-way. Potential stations are:
 - Pico / San Vicente / Venice, aka Mid-City, aka Vinyard
 - Crenshaw / Expo
 - Crenshaw / MLK / Leimert Park
 - Crenshaw / Slauson
 - Manchester / La Brea / downtown Inglewood (feasible if in subway)
 - Hollywood Park redevelopment
 - Century / Aviation / Green Line

This would be really expensive. Although a statistic for the Red Line was the cost of the finished tunnels was 15% of the total, while the finished station boxes were 50% of the total. Use as few stations as possible, which is also good for speed on longer trips.

As a rider I'd like it to become aerial where possible, such as south of Marina del Rey.



Some variations on this concept include:

- Light rail along I-405 from San Fernando Valley – Westwood (transfer to Purple Line subway at Wilshire / Veteran?) – Expo Line – Howard Hughes Center – Sepulveda – LAX Lot C – Green Line
- Light rail along I-405 and Lincoln from San Fernando Valley – Westwood – Expo Line – Santa Monica downtown – Lincoln – LAX Lot C – Green Line
- Subway from Hollywood – West Hollywood – La Cienega – Westwood – San Fernando Valley (although this would require transfers from the Valley to LAX), leaving light rail along Crenshaw from the Expo Line to LAX as currently proposed.

Subject: LRTP comments for the Metro Board

Date: Saturday, June 6, 2009 11:40 AM

From: Steven Strauss <stevestrauss@mac.com>

To: Westside Extension <WestsideExtension@metro.net>

Hello,

I'm currently on a military deployment in Guantanamo Bay, Cuba. However, I wanted to let you know that I fully support a westside subway extension. I grew-up on the westside, and I've seen the increase in traffic congestion over the last ten to fifteen years, and a decrease in the quality of life for the middle class. I think the time has definitely come to build a subway in and around this area, both east and west, and north and south. I'm also a big proponent of bicycle riding, and I try to ride to work as often as I can. But riding on Wilshire, through Westwood, and Beverly Hills is a death defying experience. I think my odds of being killed riding my bike to work are higher than being killed on one of my deployment to the middle east. Thank you for your consideration.

Steve Strauss
stevestrauss@mac.com

Content-Transfer-Encoding: quoted-printable

Hello, Please use the old original Exposition right of way land, for the
ro=
ute of the proposed subway extension on the Westside. That is the 100%
ver=
y best route to use. Thank you. Sincerely, Barry Maiten.
Barry65@dslext=
reme.com<mailto:Barry65@dslextreme.com>

--_000_E379D48C70254847A701A41998CEEFF4desktop_

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Content-Transfer-Encoding: quoted-printable

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>
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```

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/* Style Definitions */
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```

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```

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text-decoration:underline;}
```

```
a:visited, span.MsoHyperlinkFollowed
```

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{color:purple;
```

```
text-decoration:underline;}
```

```
span.EmailStyle17
```

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```

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```

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```

```
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```

```
{page:Section1;}
```

Subject: I have a question/comment about the Westside Extension Transit Corridor Study

Date: Monday, June 8, 2009 11:27 AM

From: Webmaster <RSC_Webmaster@metro.net>

To: Westside Extension <WestsideExtension@metro.net>

firstName: Amulet

lastName: Chambers

organization: UCLA

emailAddress: achambers@ph.ucla.edu

streetAddress:

city:

state:

zipCode:

Date: Monday, June 08, 2009

Time: 11:27:37 AM

comments:

I recently saw a posting with dates regarding an environmental analysis along Wilshire Blvd. for the extension of the metro red line. I was not able to find the posting online. Is it possible for you to send it to me? Thank you.

Metro Board,

The Wilshire Subway should be included in any and all levels of long range transportation plans. A subway along Wilshire Blvd, along with stations at Crenshaw, La Brea, Fairfax and San Vicente/La Cienega is necessary for Log Angeles to ensure it's vitality as a competitive place to do business and live into the future.

Russell Sherman
658 S. Citrus Ave.
Los Angeles, CA 90036

Subject: Long term planning

Date: Friday, June 5, 2009 6:37 PM

From: Richard Glazerman <rglazerman@alumni.northwestern.edu>

To: Westside Extension <WestsideExtension@metro.net>

For anyone who has had to commute or even visit the westside over the last few years, knows how impossible it is. Some days it takew 20 minutes to get there in the morning and an hour and a half to get home.at night.

The city desperately needs a working, fast, efficient, safe transportation system. Any extension to the west side, especially from Hollywood to Santa Monica would be appreciated.

Subject: FW: LRTP Comments for the Metro Board

Date: Wednesday, June 10, 2009 2:00 PM

From: Litvak, Jody Feerst <Litvakj@metro.net>

To: 'Clarissa Filgioun' <Clarissa@TheRobertGroup.com>, 'Christian Rodarte' <Rodarte@TheRobertGroup.com>

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

From: Myles Losch [mailto:mklosch@webtv.net]

Sent: Wednesday, June 10, 2009 1:32 PM

To: Westside Extension

Subject: LRTP Comments for the Metro Board

To the Metro Board:

I strongly urge inclusion of the Westside Subway Extension in the Long Range Transportation Plan (LRTP). This project is a key requirement for a balanced Los Angeles public transportation infrastructure, and will in turn enable other mobility-enhancing steps just as the original Red Line did.

-- Myles Losch

Subject: Long Range Transportataion Plan

Date: Saturday, June 6, 2009 9:48 AM

From: Mark Egerman <me@eblaw.com>

To: Westside Extension <WestsideExtension@metro.net>

Dear Metro Board,

I am writing to urge you to include the Metro Westside Subway Extension into the constrained or funded element of the County's Long Range Transportation Plan. As a resident, two term Councilmember for the City of Beverly Hills, and Mayor of the City of Beverly Hills for two terms, I have been actively engaged in our community. The west side has been short changed when it comes to public transportation. I know of no area of greater density than the Wilshire corridor with less public means of transportation. The inclusion of the Metro Westside Subway Extension into the constrained element of the County's Long Range Transportation Plan is critical if the vitality of the area is to be maintained.

Always,

Mark Egerman

Egerman & Brown, LLP

9401 Wilshire Blvd.

Suite 500

Beverly Hills, CA 90212-2918

(310) 248-6299

(310) 248-6288 fax

me@eblaw.com <mailto:me@eblaw.com>

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Subject: I have a question/comment about the Westside Extension Transit Corridor Study

Date: Sunday, June 21, 2009 11:42 AM

From: Webmaster <RSC_Webmaster@metro.net>

To: Westside Extension <WestsideExtension@metro.net>

firstName: Larry

lastName: DaGuerre

organization:

emailAddress: photolarry1@gmail.com

streetAddress:

city:

state:

zipCode: 90010

Date: Sunday, June 21, 2009

Time: 11:42:16 AM

comments:

What is the latest on purple line extension?? This is a decade behind the needs of the people. Why is there still delays?? I thought the mayor personally was backing this?

Subject: FW: LRTP Comments for the Metro Board - Westside subway extension

Date: Tuesday, June 9, 2009 8:45 AM

From: Litvak, Jody Feerst <Litvakj@metro.net>

To: 'Clarissa Filgioun' <Clarissa@TheRobertGroup.com>, 'Christian Rodarte' <Rodarte@TheRobertGroup.com>

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

From: Gwynne Pugh [mailto:gpugh@pugh-scarpa.com]

Sent: Monday, June 08, 2009 1:24 PM

To: Westside Extension

Subject: LRTP Comments for the Metro Board - Westside subway extension

As one of the densest areas of the region, most congested and significantly underserved by public transport, it is imperative that the Westside subway extension be added to the funded or constrained project list. We cannot continue to increase the population and further increase density in the region as SCAG and SB375 mandates without the extension line.

Gwynne Pugh AIA ASCE
Santa Monica Planning Commissioner

PUGH + SCARPA Architecture
2525 Michigan Ave. #F1
Santa Monica, CA 90404

310 828 0226 x12 tel
310 453 9606 fax
www.pugh-scarpa.com
gpugh@pugh-scarpa.com



DATE: June 11, 2009

TO: Metro Board of Directors
Attn: Board Secretary

FAX: (213) 922-4594

FROM: Susan Bursk

FAX: (310) 553-4623

PHONE: (310) 553-2222

RE: Comments for Metro Board Meeting -- June 11, 2009 -- 1:00 p.m.

Pages sent including cover: 2

Please see the attached letter from the Westside Council of Chambers of Commerce (WC3) for the Metro Board meeting today. I would appreciate it if you could make sure each of the Board Members receive a copy.

Should you have any questions or experience any difficulty in receiving this letter, please contact me at 310.553.2222.

Most sincerely,

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

Century City Chamber of Commerce
2029 Century Park East Concourse Level Los Angeles, CA 90067
310-553-2222 phone 310-553-4623 fax



June 10, 2009

Metro Board of Directors
1 Gateway Plaza
Los Angeles, CA 90012

Re: Support for Westside Subway Inclusion in the Long Range Transportation Plan (LRTP)

Dear Metro Board Members:

As the Metropolitan Transportation Authority prepares to adopt its LRTP, the Westside Council of Chambers of Commerce (WC3) urges the Metro Board to include the Westside Subway Extension as part of its planned and funded programs.

The Westside Subway will provide critical regional benefits as a public mode of transportation for employees and visitors coming to the Westside from outlying Los Angeles County areas. As the region's second downtown representing almost half-a-million employees who come from all over the county to work here, the extension is an essential transportation project that would transform the region from one of the most congested and polluted in the country to a national model for how to move people and goods efficiently. We know many more people would use public transit if sufficient choices were available to them.

The WC3 has been a strong advocate of mass transit and has worked closely with Metro on transportation issues throughout the years and will continue to do so. We urge you to include the Westside Subway as part of the Long Range Transportation Plan.

Most sincerely,

Steve Rose
Pres. & CEO
Culver City

Susan Bursk
Pres. & CEO
Century City

Christina Davis
Pres. & CEO
LAX Coastal

Dan Walsh
Pres. & CEO
Beverly Hills

Leron Gubler
Pres. & CEO
Hollywood

Laurel Rosen
Pres. & CEO
Santa Monica

Rebekah Evans
Executive Director
Malibu

Arnie Wishnick
Executive Director
Pacific Palisades

Sharon Sandow
Pres. & CEO
West Hollywood

Beverly Hills Chamber of Commerce
Century City Chamber of Commerce
Culver City Chamber of Commerce
Hollywood Chamber of Commerce
LAX Coastal Area Chamber of Commerce

Los Angeles Chamber of Commerce
Malibu Chamber of Commerce
Pacific Palisades Chamber of Commerce
Santa Monica Chamber of Commerce
West Hollywood Chamber of Commerce

The Gas Company
AT&T
Southern California Edison
Verizon
Playa Vista - First Regional Bank

4249 Overland Avenue, Culver City, CA 90230

Subject: I have a question/comment about the Westside Extension Transit Corridor Study

Date: Friday, June 19, 2009 4:13 PM

From: Webmaster <RSC_Webmaster@metro.net>

To: Westside Extension <WestsideExtension@metro.net>

firstName: Gregory

lastName: Mantell

organization:

emailAddress: greg@gregorymantell.com

streetAddress: 1223 Wilshire Blvd., #904

city: Santa Monica

state: CA

zipCode: 90403-5400

Date: Friday, June 19, 2009

Time: 04:13:19 PM

comments:

Since the Expo light rail line phase 2 and Wilshire subway will both terminate in the City of Santa Monica, it would be foolish to not have the lines connect at the end of the line in Santa Monica, which would make transferring between the lines easier. Do not think of these as separate projects but as two lines radiating from the same beginning / ending in Santa Monica.

http://www.metro.net/projects_studies/westside/news_info_deiseir.htm



BEVERLY HILLS
CHAMBER OF
COMMERCE
Leading Businesses to Success

June 10, 2009

Metro Board of Directors
1 Gateway Plaza
Los Angeles, CA 90012

Re: Support for Westside Subway Inclusion in the Long Range Transportation Plan

Dear Metro Board Members:

As the Metropolitan Transportation Authority prepares to adopt its LRTP, the Beverly Hills Chamber of Commerce urges the Metro Board to include the Westside Subway Extension as part of its planned and funded programs.

The Westside Subway will provide critical regional benefits as a public mode of transportation for employees and visitors coming to the Westside from outlying Los Angeles County areas. The Westside Extension is an essential transportation project that would transform the region from one of the most congested and polluted in the country to a national model for how to move people and goods efficiently. We believe many more people would use public transit if sufficient choices were available to them.

The Beverly Hills Chamber of Commerce has been a strong advocate of mass transit and has worked closely with Metro on transportation issue throughout the years. We urge you to include the Westside Subway as part of the LRTP.

Sincerely yours,

Daniel C. Walsh
President/CEO
Beverly Hills Chamber of Commerce

Subject: I have a question/comment about the Westside Extension Transit Corridor Study

Date: Tuesday, June 2, 2009 10:29 AM

From: Webmaster <RSC_Webmaster@metro.net>

To: Westside Extension <WestsideExtension@metro.net>

firstName: Elizabeth

lastName: Gray

organization:

emailAddress: egray@irell.com

streetAddress: 11555 Morrison Street

city: North Hollywood

state: CA

zipCode: 91601

Date: Tuesday, June 02, 2009

Time: 10:29:41 AM

comments:

I am delighted that the Subway extension is being considered both for going to Century City and UCLA before continuing to the beach. Both areas are high traffic volume areas and should be served by underground transportation.

I would also suggest a connection between the Olympic and Wilshire corridors at 26th street in Santa Monica - thus adding another alternative to get to Santa Monica College and the Water Garden/corporate campuses that exist there.

Thank you for keeping up the great work at bringing a Subway to more and more parts of Los Angeles.

I would appreciate receiving an EIR report when it is available.