



14(1)

COMMENTS

Please use this page to submit your comments about the Draft Environmental Impact Statement/Report (DEIS/EIR) on the Mid-City/Westside Transit Corridor. You may discuss any aspect of the project in which you are interested.

MTA

Mr. David Mieger,

We are strongly opposed to any transportation on Sepulveda Blvd. And Exposition Row. The only thing we will support is the 2 1/2 bike path from Venice and Robertson Boulevards to Sepulveda Boulevard.

12

Phyllis A. R. Falt

(If necessary, please continue your comments on the reverse side of this paper.)

To receive information regarding the Mid-City/Westside Transit Corridor DEIS/EIR, please complete the information below.

Name Masarat Abdul Phone/Fax (310) 914-9099
 Address 11237 Pearl St.
 City/State/Zip LA, CA 90064

Mail sheet by Friday, June 15, 2001 to:
 MTA, ATTN: David Mieger, One Gateway Plaza, Mail Stop 99-22-5, Los Angeles, CA 90012
 (310) 366-6443 Fax: (213) 922-3060 E-Mail: MidCityWestside@mta.com

To: david@fold-a-goal.com; ad747@lafn.org; carolgcc@aol.com;
steve@stevenrose.com; ewolkowitz@rdblawcorp.com
Cc: MidCityWestside@mta.net
Subject: MTA TRAIN

To: Council Members: David Hauptman
Alan Corlin
Carol Gross
Steve Rose
Edward Wolkowitz
MTA Project Mgr.: David Mieger

LAC(1)

From: Lynne Abe, Sentney Ave.

I am not interested in the MTA proposal of a train route running through east Culver City, on National Blvd for the following reasons a decrease in property value, noise pollution, safety hazard, and property damage.

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I urge you to vote against this route.

Sincerely,
Lynne

Get your FREE download of MSN Explorer at <http://explorer.msn.com>

LAC

From: Mid-City WestSide
Sent: Thursday, June 07, 2001 8:44 AM
To: 'lynne abe'
Subject: RE: MTA TRAIN

Lynne:

Thank you for your comment on the Mid-City/Westside DEIS/EIR.
We have logged your comment into the record.

We are scheduled to go before the MTA Board on June 28, 2001. The DEIS and a summary of the comments received will be presented. At that time a locally preferred alternative will be selected.

Sincerely,

Mid-City/Westside Project Team

-----Original Message-----
From: lynne abe [mailto:labe84@hotmail.com]
Sent: Wednesday, June 06, 2001 7:40 PM

MAY 22 2001

SCANNED
IN RMC

George T. Abel
Rose M. Abel
2560 Bentley Avenue
Los Angeles, CA 90064
(310) 479-8734

GI

May 16, 2001

Mr. David Mieger
Los Angeles County, MTA
One Gateway Plaza
MS 99-22-5
Los Angeles, CA 90012

Dear Mr. Mieger,

We are writing this letter because we were unable to attend the May 15th meeting due to health reasons. We want you to know that we are very much opposed to the proposed parking area for the Exposition Transitway. This ill-advised proposal will cause a significant loss in property value to our home as well as the homes of all other residents in this neighborhood. We have worked too hard for too many years for this to happen. We have lived in this neighborhood for over 30 years. It has always been a nice and quiet neighborhood. If this proposal goes through, the increased traffic flow will cause our neighborhood to cease being the nice and quiet place we have called home for so many years. In addition, there will undoubtedly be an increase in air pollution both from the construction of the parking lot and continuing with the resulting increase in traffic. These three factors; loss of property value, increased noise and disturbance, and an increase in air pollution will result in an adverse affect on our quality of life.

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I strongly encourage you to take into consideration our concerns as well as the concerns of our fellow residents in this neighborhood. It is the residents

) of this neighborhood such as ourselves who will be forced to live with the devastating effects if this proposal is allowed to be implemented. Your time and consideration is greatly appreciated. We look forward to your response.

} 5

Sincerely,

George T. Abel
Kae M. Abel

Maria T. Abreu, M.D.

MARA (1)

1309 Marinette Road . Pacific Palisades, CA 90272

May 16, 2001

Mayor Richard Riordan
Office of the Mayor
200 North Main Street, Suite 800
Los Angeles, CA 90012

Dear Mayor Riordan:

I wish to add my strong support to the development of a light rail system from downtown to Santa Monica. I have a busy clinical practice at Cedars-Sinai Medical Center seeing patients from all parts of Los Angeles. One of the most stressful parts of a visit for patients driving here is coping with the traffic. The expansion of light rail to Santa Monica would help diminish the current gridlock on the 10 and other freeways and would reduce pollution from exhaust pipes improving health for all. It would also facilitate access for patients outside of West Los Angeles to not only Cedars but also UCLA and the West Los Angeles VA Medical Center. As a physician, citizen and tax-payer, I give this light rail expansion my unqualified support.

Yours sincerely,



Maria T. Abreu, M.D.

PM:jmg

SCANNED
IN RMC

May 29, 2001

Mr. David Mieger
MTA
One Gateway Plaza
Mail Stop 99-22-5
Los Angeles, CA 90012

Dear Mr. Mieger:

As homeowners for the last 10+ years at 2675 Kelton Avenue, my wife and I have seen many positive changes in our neighborhood adjacent to Exposition Avenue, South of Pico. Young couples have moved into our area, started families, improved a neighborhood of tired, older homes and have now created an affordable, vibrant "community" that knows it's neighbors and interacts with them on a daily basis.

All of this has happened in an area that sits directly next to arguably, the busiest freeway intersection in America, the 405 and the 10. It sits directly under the flight path of an increasingly busy Santa Monica Airport with more noisy, polluting corporate jet traffic each year. And yet these neighbors are still doing their utmost (and succeeding to date) to create a livable neighborhood that could just as easily have turned to a blighted, unattractive one.

In our estimation, the addition of a Light Rail Transportation route to Exposition with the safety, traffic and noise problems it will bring, threatens a neighborhood that already is handling more than its share of the "LA urban experience".

This neighborhood surrounding the Exposition detour will not improve ridership. There are no major activity centers here in the Exposition area. The negative impact on an already taxed neighborhood would increase without any benefit derived from the cost. Light Rail Transportation in our estimation is too costly to build, maintain and in our area, too costly to mitigate the damage it will create.

We are not interested in Alternative #3 and encourage you strongly to bypass this route extension.

We do support plans that have shown they already work. We support Alternative #1, the Wilshire Rapid Bus which has been a huge success with proven ridership, while servicing major destinations.

Thank you.

Gregg & Rickey Ackerman

Gregg and Rickey Ackerman

Cc: Supervisor Burke, Supervisor Yaroslavsky, Mayor Riordan, West of Westwood

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Thank you for your comment on the Mid-City/Westside DEIS/EIR.
We have logged your comment into the record.

We are scheduled to go before the MTA Board on June 28, 2001. The DEIS and a summary of the comments received will be presented. At that time a locally preferred alternative will be selected.

Sincerely,

Mid-City/Westside Project Team

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

DA(1)

From: Gravityhealer@aol.com [mailto:Gravityhealer@aol.com]
Sent: Monday, June 04, 2001 10:03 PM
To: MidCityWestside@mta.net; SecondDistrict@bos.co.la.ca.us;
FifthDistrict@bos.co.la.ca.us; don@bos.co.la.ca.us;
molina@bos.co.la.ca.us; zev@bos.co.la.ca.us; Rriordan@mayor.ci.la.ca.us;
bernson@c12.ci.la.ca.us; Jlgaspi@aol.com; jwalden@mayor.lacity.org;
fasana jr@pc.agic.net; froberts@cityoflancasterca.org; BeAPro@aol.com;
pam-oconnor@santa-monica.org; Friends4Expo@aol.com
Subject: westside lightrail

Our family is all for light rail on the westside and suggest that you also
have foresight to take it to the airport. Traffic, including busses at LAX is
just too much.] 1
] 2

We must build infrastructure for an alternative source (light rail) because
our streets are congested with cars, trucks and busses. Adding more busses to
the pavement will only add to more congestion and deterioration to the
surface materials. I favor the Exposition Blvd. route over the
Venice/Sepulveda route. Exposition was designed for rail, so why not?
Our family is excited about linking the westside to the existing rail system
that now covers all directions except for the westside.] 3
] 4
] 5

David Adams

From: Mid-City WestSide
Sent: Tuesday, June 05, 2001 9:02 AM
To: 'Gravityhealer@aol.com'
Subject: RE: westside lightrail

Mr. Adams:

JAA (1)

~~JAA~~

Dear Mr. Meiger:

I live near Wilshire Boulevard at Beverly Glen. I support Bus Rapid Transit.
I want to be sure you are aware of a new technology that makes Bus riding far more useful and pleasant. It is called NextBus. The company tracks buses and lets riders know, before leaving home, exactly when buses will arrive based upon real time location. You can check it out at www.NextBus.com. I've used it. NextBus rocks.

} 1
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Thank you,

Jacob Aftergood
10479 Wellworth Ave.
Los Angeles, CA 90024

AFG

From: Mid-City WestSide
Sent: Tuesday, June 19, 2001 10:30 AM
To: 'Jakeman747@aol.com'
Subject: RE: Bus Rapid Transit on Wilshire

Mr. Afergood:

Thank you for your comment on the Mid-City/Westside DEIS/EIR.

We have logged your comment into the record.

We are scheduled to go before the MTA Board on June 28, 2001. The DEIS and a summary of the comments received will be presented. At that time a locally preferred alternative will be selected.

Sincerely,

Mid-City/Westside Project Team

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

From: Jakeman747@aol.com [mailto:Jakeman747@aol.com]
Sent: Friday, June 15, 2001 10:09 AM
To: MidCityWestSide@mta.net
Subject: Bus Rapid Transit on Wilshire

JAR(1)

Dear Mr. Meiger:

I live near Wilshire Boulevard at Beverly Glen. I support Bus Rapid Transit.

I want to be sure you are aware of a new technology that makes Bus riding far more useful and pleasant. It is called NextBus. The company tracks buses and lets riders know, before leaving home, exactly when buses will arrive based upon real time location. You can check it out at www.NextBus.com. I've used it. NextBus rocks.

} 1
} 2

Thank you,

Jacob Aftergood
10479 Wellworth Ave.
Los Angeles, CA 90024

Mid-City/Westside Project Team

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

From: alek@juno.com [mailto:alek@juno.com]

Sent: Thursday, June 14, 2001 6:46 PM

To: MidCityWestside@mta.net; SecondDistrict@bos.co.la.ca.us;
FifthDistrict@bos.co.la.ca.us; don@bos.co.la.ca.us; molina@bos.co.la.ca.us;
zev@bos.co.la.ca.us; Rriordan@mayor.ci.la.ca.us; bernson@cl2.ci.la.ca.us;
jlgaspi@aol.com; jwalden@mayor.lacity.org; fasanajr@pcmagic.net;
froberts@cityoflancasterca.org; BeAPro@aol.com; pam-oconnor@santa-monica.org;
friends4expo@aol.com
Subject: re: Light Rail line

ALEK(1)

I am happy that Light Rail will most likely be chosen as our major transportation improvement.

Light rail is the best alternative, for being clean, smooth, very efficient, and having a much higher capacity.

Moreover, I think investing in buses makes no sense, because our air is polluted enough already, and even the most clean, "natural-gas" buses do add up to our air quality.

Please consider only developing Light Rail and/or Heavy Rail, not buses!
Thank you.

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<http://dl.www.juno.com/get/taj>.

From: Mid-City WestSide
Sent: Tuesday, June 19, 2001 10:27 AM
To: 'alek@juno.com'
Subject: RE: Light Rail line

Thank you for your comment on the Mid-City/Westside DEIS/EIR.

We have logged your comment into the record.

We are scheduled to go before the MTA Board on June 28, 2001. The DEIS and a summary of the comments received will be presented. At that time a locally preferred alternative will be selected.

Sincerely,

RAL(1)

From: Mid-City WestSide
Sent: Thursday, June 07, 2001 8:42 AM
To: 'Ruddg75@aol.com'
Subject: RE: Build Light rail on Expo to Santa Monica.

Mr. Alfaro Jr.:

Thank you for your comment on the Mid-City/Westside DEIS/EIR.

We have logged your comment into the record.

We are scheduled to go before the MTA Board on June 28, 2001. The DEIS and a summary of the comments received will be presented. At that time a locally preferred alternative will be selected.

Sincerely,

Mid-City/Westside Project Team

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

From: Ruddg75@aol.com [mailto:Ruddg75@aol.com]
Sent: Wednesday, June 06, 2001 4:33 PM
To: MidCityWestside@mta.net; SecondDistrict@bos.co.la.ca.us;
FifthDistrict@bos.co.la.ca.us; don@bos.co.la.ca.us; molina@bos.co.la.ca.us;
zev@bos.co.la.ca.us; Rriordan@mayor.ci.la.ca.us; bernson@c12.ci.la.ca.us;

Jlgaspi@aol.com; jwalden@mayor.lacity.org; fasanajr@pcmagic.net;
froberts@cityoflancafterca.org; BeAPro@aol.com; pam-oconnor@santa-monica.org; Friends4Expo@aol.com; RAL(1)
Subject: Build Light rail on Expo to Santa Monica.

I am a supported of rail mass transit and would prefer this to the
alternative. Light rail is much more efficient and I would definetly use it
when in this part of California. I would urge the MTA to adopt light rail on
Expo as the alternative. 1
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Sincerely,
Rudolph Alfaro, Jr.
4125 Rucker Lane
Riverside, CA. 92504



COMMENTS

Please use this page to submit your comments about the Draft Environmental Impact Statement/Report (DEIS/EIR) on the Mid-City/Westside Transit Corridor. You may discuss any aspect of the project in which you are interested.

I AM FOR RAPID TRANSIT BUT I THINK THE DIVERSION
AWAY FROM EXPOSITION BLVD AND ON VINE & SEPULVEDA
IS NOT COST EFFEIVE AND ^ADISSERVICE TO THE
WESTSIDE RESIDENTS

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(If necessary, please continue your comments on the reverse side of this paper.)

To receive information regarding the Mid-City/Westside Transit Corridor DEIS/EIR, please complete the information below.

Name ALBERT ALBAZE Phone/Fax 310 390 5474

Address 3306 COULDS AVE

City/State/Zip L.A CALIF 90066

Mail sheet by Friday, June 15, 2001 to:
 MTA, ATTN: David Mieger, One Gateway Plaza, Mail Stop 99-22-5, Los Angeles, CA 90013
 (310) 366-6443 Fax: (213) 922-3060 E-Mail: MidCityWestside@mta.net

AA (2)

To: MidCityWestside@mta.net
Subject: The Exposition Boulevard Light Rail Transit Corridor

Dear Sir or Madam:

I am a Westside resident living just west of Sawtelle Blvd. between National and Palms Blvds. Over the last 33 years, I have seen and experienced the increase in traffic and shudder to think of what it will be like a few years down the road.

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The proposed light rail line from downtown Los Angeles to Santa Monica is an outstanding, long overdue project which could be a significant step to easing traffic congestion on the Westside and facilitating travel for residents from the downtown and midtown areas to the Santa Monica area.

2

Unfortunately, ITS PROPOSED CONFIGURATION IS FATALLY FLAWED. As much as I would like to support the project, I cannot and will use my best efforts to quash the project unless the "Sepulveda Detour" is eliminated. Specifically, that detour represents an illogical digression to satisfy the self interests of the Cheviot Hills/Rancho Park residents. This digression is nothing short of blatant NIMBYism.

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Sepulveda Blvd. between Venice and Exposition is already heavily traveled and backs up egregiously at peak hours. The addition of rail lines in that area can only serve to exacerbate the problem even if Sepulveda is widened. Imagine the havoc during construction and afterwards.

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The diversion would probably cause vehicle traffic to use Sawtelle Blvd. to avoid Sepulveda. Sawtelle has itself become a traffic nightmare and that situation will get worse with the construction of new higher density UCLA housing on the eastside of Sawtelle and construction of a new higher density apartment complex on the Westside, both of which are located between Palms and National Blvds. Add to all of that, the increased traffic that will flow on Sepulveda and Sawtelle from the Playa Vista project and you have the ingredients for Westside gridlock.

6

I understand that MTA already has the right of way tracks running along Exposition Blvd. through Cheviot Hills and Rancho Park. Why incur the additional expense to divert the rail line. Transferring the Cheviot Hills/Rancho Park residents concerns to our area is not a solution. A recent informal and albeit unscientific survey of Cheviot Hills residents, indicates that a goodly number of those residents would welcome the light rail line through that area.

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I urge MTA to revisit the proposed plan and eliminate the unacceptable Sepulveda detour.

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Albert Algaze
Long time Westdale resident



MALL

COMMENTS

Please use this page to submit your comments about the Draft Environmental Impact Statement/Report (DEIS/EIR) on the Mid-City/Westside Transit Corridor. You may discuss any aspect of the project in which you are interested.

MTA

Mr. David Mieger,

We are strongly opposed to any transportation on Sepulveda Blvd. And Exposition Row. The only thing we will support is the 2 1/2' bike path from Venice and Robertson Boulevards to Sepulveda Boulevard.

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(If necessary, please continue your comments on the reverse side of this paper.)

To receive information regarding the Mid-City/Westside Transit Corridor DEIS/EIR, please complete the information below

Name MARILYN ALLARDYCE Phone/Fax ~~310~~ (310) 828-7423

Address 11247 PEARLS

City/State/Zip LA, CA 90064

Mail sheet by Friday, June 15, 2001 to:
MTA, ATTN: David Mieger, One Gateway Plaza, Mail Stop 99-22-5, Los Angeles, CA 90012
(310) 365-6443 Fax: (213) 922-3060 E-Mail: MidCityWestside@mta.net

JUN 06 2001

Caroline W. Alley
3200 Selby Avenue, Los Angeles, CA 90034
Phone 310-837-4363, Fax 310-837-9170
alleyjcb@earthlink.net

JUN 06 2001

June 3, 2001

Mr. David Mieger
Los Angeles County MTA
1 Gateway Plaza, Mail stop 99-22-5
Los Angeles, CA 90012

RE: Westside Light Rail System

Dear Mr. Mieger:

Having owned a home in West Los Angeles since 1973, I am appalled to hear that consideration is actually being given to diverting the proposed light rail system onto the Venice- Sepulveda Diversion.

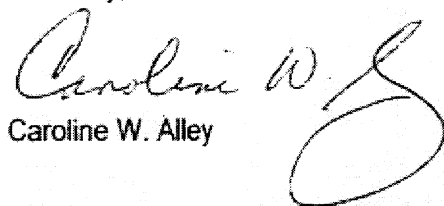
During the 28 years we have lived in this house, we have commuted to jobs in the valley and in the South Bay. Needless to say this means using the 405 Freeway along with many, many other motorists. When there is any type of problem on the 405, and in an attempt to beat the congestion on that freeway, hundreds of thousands of motorists use Sepulveda. Putting any type of light rail along Sepulveda is totally unfeasible and would cause undue hardship to millions of motorists trying to go north and south on the only other direct access besides the 405!

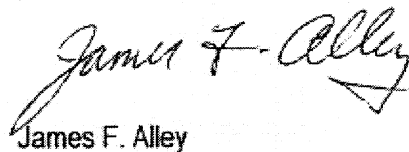
The existing right-of-way on Exposition is already cleared for use and would not negatively impact the other traffic flowing through West Los Angeles. As sensitive as our economy is and as costly as this project is going to be, using the most cost effective route that will least affect the citizens who pay for the construction is the only conscionable thing to do.

It is our hope that the management of the MTA will come to their senses quickly and stop listening to shortsighted individuals who would be among the first to complain if Sepulveda were to be impacted. It is the ONLY street that functions daily as an alternate to the 405. That is a big job that can not and should not be compromised.

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Sincerely,


Caroline W. Alley


James F. Alley



(PLC)

COMMENTS

Please use this page to submit your comments about the Draft Environmental Impact Statement/Report (DEIS/EIR) on the Mid-City/Westside Transit Corridor. You may discuss any aspect of the project in which you are interested.

I support Alternative 1 - Wilshire Rapid Bus Transit.

Exposition Blvd. cannot service high density activity centers.

L?RT is too costly and will have a negative impact on area and way of life. Increased traffic activity will create safety concerns.

Thank you for your consideration.

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Denis R. Alonso

(If necessary, please continue your comments on the reverse side of this paper.)

To receive information regarding the Mid-City/Westside Transit Corridor DEIS/EIR, please complete the information below.

Name Cecilia and Denis R. Alonso Phone/Fax (310) 470-1643
Address 2655 Kelton Avenue, Los Angeles, Ca. 90064
City/State/Zip _____

JUN 07 2001

MAX ALPER
3103 GREENFIELD AVENUE
LOS ANGELES, CALIFORNIA 90034-3013
(310) 479-8902

SCANNED
IN RMC

June 4, 2001

to L.A. County MTA attention Mr David Meizer

Dear Sir(s)

I am strongly opposed to the
Venice/Sepulveda plan. I would welcome
the light-rail system as previously
planned to run along Exposition Blvd.

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] 2

Sincerely

Florence Alper



JUN 12 2001

SCANNED
IN RMC

Selma L. Alschuler

10824 Kingsland St.
Los Angeles, CA 90034

Telephone 310/475-8222

June 8, 2001

Los Angeles County MTA
1 Gateway Plaza
Mailstop 99-22-5
Los Angeles, CA 90012

Attention: David Mieger

Re: Expo Light Rail/Wilshire Blvd Rapid Bus

Dear David:

Thank you for your very informative presentation at the Veteran's Hospital on May 15, 2001.

However, it did nothing to allay misgivings about the proposed rapid transit facilities for the west side.

The Expo Light Rail line as proposed would be an intrusion into our neighborhood and would fail to meet our transportation needs.

We are already negatively impacted by noise, air and residential street traffic pollution by the presence of both the 405 and 10 freeways.

The diversion from the existing right-of-way to Venice Boulevard onto Sepulveda Boulevard to Pico Boulevard would further exacerbate the negative conditions.

It is an unnecessary deviation that would interrupt the flow of traffic on Sepulveda Boulevard and would divert additional traffic onto residential streets. Kelton Avenue, a residential street, is already becoming a thoroughfare from Venice Boulevard to Pico Boulevard at top notch speeds.

Additionally, if the Light Rail or busline were to traverse Sepulveda Boulevard as proposed, it would be within about thirty (30) feet of Charnock Avenue Elementary School and

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particularly the school yard which fronts Sepulveda Boulevard. The construction as well as the line would be disruptive in an already difficult educational setting.

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The line would not provide transportation for the residents inasmuch as there is no way to access the line without driving to it. Presently, there are no provisions for parking. If parking were to be provided, it would further erode the neighborhood.

] 8
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The proposed station at National Boulevard and Sepulveda Boulevard - and you have failed to designate exactly where and what facilities - would be another layer of erosion and negative impact.

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One major concern is that there is no connecting North and South transportation. Although the Light Rail would run directly parallel to the UCLA housing development on Sepulveda Boulevard, it would no serve those residents' needs either.

] 10

If it terminates at the 3rd Street Promenade in Santa Monica, how does it benefit beach-goers? A mother with a brood of children and their carry-ons consisting of towels, surfboards, pail, shovels, cooler, umbrella, chairs, backpacks with necessities, food storage container, etc., would find it difficult to get from the Promenade to the beach.

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And what is the cost to the rider? How much would it cost that mother and her brood?

] 12

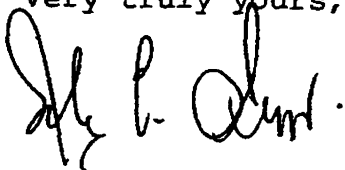
Primarily, as a homeowner and property owner, I find the diversion the most disturbing aspect of the proposed Expo Light Rail.

] 13

Go back to the drawing table!

] 14

Very truly yours,



Walter W. Alschuler

ATTORNEY AT LAW
1271 WEST SECOND STREET
LOS ANGELES, CA 90026-5829

TEL (213) 627-2552

June 13, 2001

Los Angeles County MTA
1 Gateway Plaza
Mailstop 99-22-5
Los Angeles, CA 90012

Attention: David Mieger,
Project Manager

Re: Proposed Expo Light Rail/Wilshire Blvd. Rapid Bus

Dear Mr. Mieger:

The Mid-City/Westside Corridor Draft Executive Summary indicates the purpose of the proposed transit system is to alleviate traffic congestion on the freeways and surface streets in the corridor...not to create traffic jams.

The proposed diversion (being termed the Venice/Sepulveda Diversion) will be disastrous for the congestion that would result from the use of busses or Light Rail Transit on Sepulveda Boulevard.

With the plan to use either busway or light rail from Venice Blvd. to Pico Blvd. on Sepulveda Blvd. will be like putting a cork in a bottle which becomes impassable for 36 months during construction. Sepulveda as a traffic route alternative is presently committed to vehicular traffic traveling Northbound at the 405 off-ramp.

You have concocted a recipe for Traffic Jam.

Take 405 Northbound freeway off ramp traffic at National add Southbound freeway on ramp traffic at National. Add 10 freeway Westbound traffic at National and Overland and 10 freeway Eastbound traffic on Overland between National and National Place plus 10 freeway Eastbound off ramp on National Place at Overland. Next stir in Westwood Boulevard where cars are just arriving from Culver City and Overland with cars arriving from Cheviot Hills.

Now season the Jam with 6 axle trucks and 40 foot trailers.

Now boil ingredients for 10-15 minutes while gas fumes are being emitted, accidents happening and vehicles are overheating.

WAI

affiliate

Handwritten bracket on the right side of the page, spanning from the first paragraph to the last paragraph. The number '1' is written at the top of the bracket, '2' is written in the middle, and '3' is written at the bottom.

To these ingredients you add a bus and/or light rail on Sepulveda moving both North and South - but first remove 8 feet of roadway on Sepulveda and eliminate 157 parking spaces plus one automobile lane each way North and South.

Do this again, being careful not to boil over at Palms, National and Pico Boulevards.

Now, if you are still in the soup and out of the jam, i.e., traffic, this is less significant.

Don't worry!

Diverted motorists will redistribute themselves to new routes and you must be very patient because the jam must simmer for 36 months or more.

The result to the residents will be noise, gas fumes, speeding, loss of parking by commuters who will park in front of residents' houses, danger to the joggers, dog walkers and children at play and mothers taking their infants out to stroll.

The commuters denied the use of Sepulveda and seeking a way out of the jam, drive the side streets in excess of the speed law and race their vehicles to get out of the area.

The City of Los Angeles also has a complaint, even if not voiced. The destruction of the roads by the additional use and even 6 axle trucks.

The residents of Westside Village have a right to the free use and quiet enjoyment of their property and the access of Police and Fire Departments and emergency vehicles to the residents.

The Venice/Sepulveda/Pico diversion does not alleviate traffic congestion.

The answer is using the existing Expo easements owned by Metro and paid for about 50 years ago from USC to the sea.

Very truly yours,

Walter W. Alschuler
Walter W. Alschuler
A Westside Village Resident

cc: Governor Gray Davis
Westside Village Assn.

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JIA

To,
David Mieger
LA County MTA,
1 gateway plaza,
Mail stop 99-22-5
Los Angeles, CA.90012

Ref.: Opposed light rail from Venice/Sepulveda Diversion.

I am a long time residence to Westside village and I used public transportation.
I 100% support the light rail system, but I came to know that light rail system along the exposition
blvd. will be divert to Venice/Sepulveda due to some oppositions of Rancho park residences.
I strongly opposed light rail to go thru such a busy streets, this will create more accidents and
traffic jam for entire west Los Angeles/ Culver city area. I think the new route will create more
traffic and other problems.

]1
]2
]3

Jitendra.





COMMENTS

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I am against a dedicated bus line down Wilshire Blvd. I am against ripping up our center dividers thereby removing the plants. I am against removing our left turn lanes from Wilshire Blvd. I am against building transit platforms anywhere on Wilshire Blvd. Trying to divert traffic onto side streets such as 8th street will be a nightmare for residents of the neighborhood (such as myself.) I am against taking away our on-street parking during non-rush hours. The businesses on Wilshire need that on-street parking.

} 1
} 2

The new rapid buses are working just fine. Add more of those and forget about the dedicated bus lines. If you put in dedicated bus lanes, and then have local bus service in street lanes, you are cutting through traffic lanes dramatically and inexcusably.

} 3

I am in favor of the light rail project along Exposition Blvd., but it should not be tied in any way to any project along Wilshire.

} 4

Thanks—Sam Ambler, 833 So. Genesee Avenue, Los Angeles, CA 90036

(If necessary, please continue your comments on the reverse side of this paper.)

To receive information regarding the Mid-City/Westside Transit Corridor DEIS/EIR, please complete the information below.

Name _____ Phone/Fax _____

Address _____

City/State/Zip _____

DHLC

Dear Sir,

The present traffic on
Wiltshire Boulevard is endless.

Should you provide more bus lines,

the accident level would increase
ten fold. at the present time

accidents occur almost daily
at the corners of Wiltshire and

Beverly Glen.

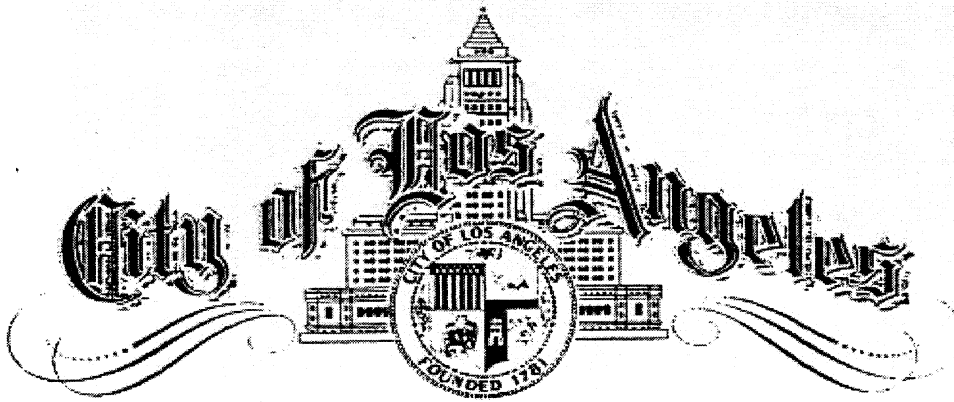
The absence of Green Arrows
at all lighted cross walks is
conspicuous by their absence.

The addition of buses on Wiltshire
would be showing great stupidity

Cordially,

June 18, 01

Adele A. Anathan



LOS ANGELES, CALIFORNIA 90012
(213) 847-2489

May 4, 2001

OFFICE OF THE MAYOR

RICHARD J. RIORDAN
MAYOR

Carlin Andrus
1621 Glendon Ave. No.2
Los Angeles, CA 90024

Dear Mr. Andrus:

Thank you for your letter to the City of Los Angeles Mayor's Office regarding the Exposition rail line. Among the top priorities of Mayor Richard Riordan's Administration is to make Los Angeles a better place to work and live. To attain these goals, government must be accountable to the public that it serves. With this in mind, I have forwarded your letter to the Metropolitan Transportation Authority. If you have any further questions or comments, please contact them at:

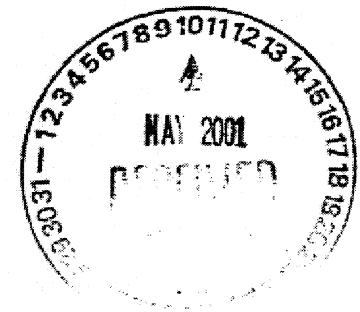
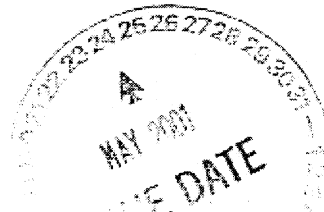
MTA
1 Gateway Plaza
Los Angeles, CA 90012
(213) 922-7015

Thank you again for contacting the Mayor's Office.

Sincerely,

Maria Bouchereau
Constituent Services
Office of the Mayor

CR -05-0128-CR
METRO RAIL



CARLIN S. ANDRUS
1621 Glendon Avenue, No. 2 Los Angeles, California 90024
candrus1@excite.com

April 28, 2001

Mr. Mayor Richard Riordan
Office Of The Mayor
200 North Main Street, Suite 800
Los Angeles, CA 90012

Dear Mr. Riordan:

I am writing to you about the traffic challenges of Los Angeles and to urge you to support the complete Exposition light rail proposal in the upcoming May 24th MTA Board meeting. I see this as a historic opportunity for you to significantly improve the quality of life for the people of our city as a whole, as well as the West Side. For years it has seemed that as traffic has become worse, no substantive solutions have been brought forth for LA's most densely populated area. I was really excited to read about this alternative to creeping along the 10, and inspired enough to write you to support this proposal. Adding more light rail has the potential to help LA become more like a genuine City, and less like a community of angry commuters driving across each other's locality. The costs may be substantial and unpopular in the short term, but are necessary to build a bright future for our city. I am counting on you to support this proposal, for our future.

Sincerely,



Carlin S. Andrus
Resident

COMMENTS

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The Westside has more office space than Downtown, but has only a fraction of the highway infrastructure (2 freeways going to Westside vs. 5 freeways going to Downtown). With more office growth continuing to happen on the Westside, it is essential to increase the mass transit going to and from the Westside.] 1

The best option is to finish the subway to Santa Monica, but out of the current EIR, it is imperative to provide the highest capacity for mass transit, which is a busline on Wilshire AND the light rail on Exposition!] 2

(If necessary, please continue your comments on the reverse side of this paper.)

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Address _____

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Mail sheet by Friday, June 15, 2001 to:
MTA, ATTN: David Mieger, One Gateway Plaza, Mail Stop 99-22-5, Los Angeles, CA 90012
(310) 366-6443 Fax: (213) 922-3060 E-Mail: MidCityWestside@mta.net

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COMMENTS

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I am outraged that each and every condominium on the Wilshire corridor has not been notified about this as is required when a new building is proposed.] 1

We believe that the busses should be double decked, instead of the two lanes of traffic for cars deleted in place of two-way busses. Letting people out in the middle of the street will add to the carnage we now have on the corridor.] 2

There are twelve more lots available for multiple dwellings on Wilshire and almost all of them and the current buildings have all their deliveries, trash pickup, move-in and move-outs from the front of their buildings as there are no alleys.

With only two stops: Westwood Blvd. and Warner, we will have more foot traffic on the boulevard, and the busses will drive traffic to the side streets in school and residential areas.] 3

This bus plan will not put the people who live on the corridor into the busses.

Double decked busses would double the ridership without causing more traffic than now, and reduce the pollution which will be caused by these additional vehicles.] 4

If necessary, please continue your comments on the reverse side of this paper.)

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Please create something better than buses! Please build something more efficient: subway would be ideal, but if it is too expensive, then light-rail or monorail would do. But DO NOT add dedicated bus lanes since they are not as efficient, and traffic will just become worse. To reduce traffic, it is more likely that people will switch from driving their cars to RAIL transit, not buses. Thus far the MTA bus system has been inefficient, better yet the most inefficient system I have seen. (the only minor improvement I have seen is by implementing Metro Rapid; but even then, it has its own drawbacks).

The entire Europe, and most American cities, have developed a decent transportation network, consisting in great of Rail transit. For some reason, LA seems to be an exception, although it is the most heavily congested city in the Nation.

So, my bottom line: the only way for the city to really improve the transportation system is by implementing a good RAIL system. Let's start with Exposition Light Rail, and then continue building the subway.

Thank you very much for your time!

(If necessary, please continue your comments on the reverse side of this paper.)

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COMMENTS

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As gas prices increase dramatically, the time has come for the Exposition Light Rail line to be built. I am frankly sick and tired of driving so much and paying exorbitant prices for gas. I welcome the opportunity to take a train to and from work. Additionally, a world-class city deserves a world-class rail system. I hail from Chicago, and there are two train systems to and from both major airports. What a godsend that would be; to be able to take the train from L.A. proper to LAX. And to be able to ride the train from points east to west and everything in between, what with the additional bus links. I strongly support light rail on the existing tracks, and don't support the train going on Sepulveda to accommodate a small Cheviot Hills minority. Thank you for your time and attention and letting me speak my peace.

} 1
 2
 3

(If necessary, please continue your comments on the reverse side of this paper.)

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I am against a dedicated bus lane down unless there is an irrevocable right away signed all the way to the Ocean Wilshire Blvd. I am in favor of the light rail on exposition. If Beverly Hills signs on to a dedicated bus lane as Well as Santa Monica then Maybe but unless that happens I am against the Wilshire dedicated bus lane.

}
}
}

(If necessary, please continue your comments on the reverse side of this paper.)

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I strongly urge you to support Alternate Three- a light rail line down the Exposition line. As Los Angeles moves into the 21st Century it amazes me that many of our politicians insist on transit solutions that were outdated by the middle of the 20th century. Busses certainly are a vital part of our transit needs, but they should be used to support and supplement rail service. Los Angeles is a proud, vital city and possibly a leading light in the development of urban areas in this century—we do not need, nor should we tolerate a system designed for third-world cities, such as Curitiba. Cities in the Third World which wallow in poverty can still build light rail, and even subway systems. Why cant we?

} 1
2

It is not necessary to point out the fact that we already own the rail right of way along Exposition. How can we fail to use it to its fullest?

} 3

The opposition to the implementation of light rail is for the most part the fevered mental squirmings of leftover leftists who think busses are somehow "down and with the people". This is absurd, as a trip on the blue or green line will show the fair-minded observer. I urge you, again, to CHOOSE LIGHT RAIL along the Exposition Corridor.

} 4

Thank you for reading this

(If necessary, please continue your comments on the reverse side of this paper.)

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I would like to see the route of the light rail run down Exposition Boulevard using the existing rails near Westwood Boulevard so that people can have easier access to the Westside Pavilion. If we compromise with the residents living in Mar Vista on the number of stations along Exposition Boulevard, we might avoid having to take the long way around to get to the City of Santa Monica.

} 1
2

(If necessary, please continue your comments on the reverse side of this paper.)

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I would not be opposed to more mass transit so long as it remains inexpensive, clean, and maintains high security. If it would help make air quality better, which means this proposed transportation would have to be clean air fueled by propane, electric, etc. and decrease traffic I would definitely be in favor of it. Please keep the public advised as you further advance with these proposals so we can have a say in how it is being designed and constructed and the best ways to alleviate traffic during that time.

} 1
} 2

(If necessary, please continue your comments on the reverse side of this paper.)

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I hope that you put in the light rail line along the Exposition Line. It makes the most sense – it's faster, cleaner and it gets more vehicles off the road. Buses are okay for short hauls, but long distances can only be covered effectively by light rail (or even subways). We need mass transit – light rail and subways make the most sense. The Westside of Los Angeles needs to be connected to the downtown area. What is the point of developing all the entertainment and sports venues if it's impossible to get to them? The traffic along the Santa Monica freeway will only get worse. We need a regional system that can transport people quickly, efficiently and in a non-polluting way. A regional light rail system is the direction our city should be considering. LA needs light rail now.

} 1
} 2

(If necessary, please continue your comments on the reverse side of this paper.)

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I strongly support the proposed Light Rail Expo Line. I currently use the Red Line on a daily basis and love it! Rail seems so much more comfortable, speedy, and safe than do the buses. If the Expo Line is established, *I would be able to take the train to Santa Monica, Culver City, the Exposition Park museums, etc. These are places that I have been hesitant to travel to by bus due to the inconveniences associated with the bus system. I urge the MTA to build the Light Rail Expo Line, and then continue to expand the passenger rail system throughout the greater Los Angeles area!*

} 1
} 2

(If necessary, please continue your comments on the reverse side of this paper.)

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I would like to suggest that Rail would be a better alternative to the buses on the exposition route. Buses are more crowded and more likely to run not as scheduled. I would much rather have a faster and more reliable form of transportation.

I have ridden public transit for the last 20 years. Even though we have added the rapid buses they are still overcrowded and take an horrendous amount of time to reach the end of the line. I would be utilizing the red line to gain access to the exposition line. Anything to speed up my commute from Hollywood to Santa Monica or points west would be a godsend.

I have lived in San Francisco and we have very little that comes close to Bart. The Red line is just not enough but I use it as much as I am able. It is a crime that the nations 2nd largest metropolitan area has such poor transportation.

} 1
} 2
} 3

(If necessary, please continue your comments on the reverse side of this paper.)

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COMMENTS

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I am against a dedicated bus lane on Wilshire Blvd. I do not want to lose the left turn lanes, I do not want to lose our beautiful landscaped medians, and above all, I do not want surrounding streets, like 8th Street, to become jammed with cars trying to avoid Wilshire Blvd. 8th street is already a problem, with people driving too fast and not enough signals. If we lose a traffic lane on Wilshire Blvd., 8th street will just become worse, especially for residents such as myself, who enjoy walking in our neighborhood. Also, 6th street, 3rd Street and Olympic Blvd. are already a mess, in case the MTA hasn't noticed. 3rd street, with the addition of the new shopping mall at the Farmers Market, is going to become even busier. (Not to mention Fairfax Ave). Don't make our problems on surrounding streets worse by forcing more traffic onto them. Also, I am concerned about inadequate parking if we lose a parking lane on Wilshire. According to the plan, the MTA may be forced to purchase property adjacent to Wilshire Blvd. In order to provide replacement parking. I do not want to see any of our old, beautiful buildings being replaced by parking structures. These buildings define our neighborhood and set it apart from others in the city, through their attention to detail and diverse use of period style. These buildings help define the character of Los Angeles, and certainly of the Miracle Mile itself. To lose any of these structures to parking lots would be a crime.

Although I am against the BRT on Wilshire Blvd., I support the LRT on Exposition. This makes sense.

1
2
3
4
5

(If necessary, please continue your comments on the reverse side of this paper.)

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Any alternative considered for the Wilshire Corridor must coincide with radical parking reform in the residential areas of Miricle Mile. As it stands – residents that would be attracted to the public-transit option could not abandon their vehicles over the course of a normal work-day without risking citation. Permitted-areas are severely inadequate for the residential population, forcing many residents away from a public-transit option into a single-vehicle commute.] 1

Construction of parking structures, or severe relaxation of current 2-hr and street-cleaning limitations would create incentive for residents to more strongly consider the public-transit option adopted.] 2

(If necessary, please continue your comments on the reverse side of this paper.)

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I advocate Alternative 3 with Light Rail along Exposition Blvd. My one concern with the Exposition proposal is for the possible environmental impacts at Bergamont Station. The MTA should scale back plans for a park and ride at this facility if it interferes with keeping Bergamont Station open as an important cultural destination.

} 1
} 2

(If necessary, please continue your comments on the reverse side of this paper.)

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My child will be attending overland ave school in the year 2002. The rail line will pass across the street from this elementary school which holds over 400 students. I cant believe the MTA would put childrens lives at risk! I am a teacher and I know children are very curious. This rail^{way} would be an accident waiting to happen!!



COMMENTS

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Light rail is great for getting from one place to another... all for it.] 1

What mitigation is the Westside going to receive in the way of police support + other public services because everybody is going to come to the westside.] 2

Santa Monica & Venice Beach are already the highest utilized beaches in the state. Not to mention the 3rd Street Promenade.] 3

(If necessary, please continue your comments on the reverse side of this paper.)

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COMMENTS

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I ENTHUSIASTICALLY SUPPORT ALL LIGHT RAIL TRANSIT ALTERNATIVES
 IN LOS ANGELES, SPECIFICALLY THE EXPO LINE. HOWEVER,] 1
 I DO NOT SUPPORT THE DIVERSION AROUND CHEVIOT HILLS.
 IF THEY DON'T WANT A STATION, FINE, IT'S THEIR LOSS, BUT] 2
 THOSE RAIL LINES WERE THERE WHEN THEY MOVED IN.
 LASTLY, DO NOT GIVE INTO USC'S PRESSURE. THEY] 3
 ACCOUNT FOR ONLY 1/4 MILE OF THE ENTIRE ROUTE.

THANK YOU

(If necessary, please continue your comments on the reverse side of this paper.)

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I've been a resident/homeowner near the Venice/Sepulveda intersection for exactly 3 1/2 weeks, but I'm already quite familiar with the traffic patterns. The mere thought of a multi-year construction project in that corridor

(If necessary, please continue your comments on the reverse side of this paper.)

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Finally, light rail to the westside! 1

The current plan for expo-right of way use go to Robertson, with a detour to Venice, and then detour back to Sepulveda and exposition seems like a waste of resources, but whatever you need to do to get this project built is fine by me! 2

Next project: DASH buses between Westwood Village and the rail depot! 3

(If necessary, please continue your comments on the reverse side of this paper.)

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Exposition Right of Way -

For people who live around the
Rancho Park area. this light Rail
project is unnecessary & unsafe.

1

It go through many schools, create
disturbance & unnecessary traffic (light Rail
& cars - to get to the light Rail) itself.

2

We protect it!

Don't waste my tax money on project that
my neighborhood doesn't need!

3

(If necessary, please continue your comments on the reverse side of this paper.)

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Mail sheet by Friday, June 15, 2001 to:



COMMENTS

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Please stop this idea. It will crowd
Wils here even more. The Rapid Transit
now in place is OK. - Miracle Mile continues
to be more & more crowded especially
with parking problem. This is not
the solution.

(If necessary, please continue your comments on the reverse side of this paper.)

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Please reconsider
 the possibility of building a subway!
 Subway is the only and yet the best
 solution to reducing traffic.
 Subway should extend from Hollywood/Hghs.
 station into Santa Monica.
 Thank you!

(If necessary, please continue your comments on the reverse side of this paper.)

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ANON (25)

COMMENTS

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TO WHOM IT MAY CONCERN,

I, Peggy Huang, am opposed to Alternative (2) and (3) as I believe that these alternatives don't have the ridership needed to justify the negative impact it will have on us. I vote for alternative (1).

(If necessary, please continue your comments on the reverse side of this paper.)

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To MTA Board of Directors, June 13, 2001
ANON(21)

I letter in response to the proposed Project ALT 3. Being a resident for almost 20 years, I cannot agree to this proposal.

ALT 1 is the only way to maintain the type of neighborhood we have, and the dangerous vehicle traffic/noise and parking lot traffic is unacceptable. We have worked hard to maintain our quiet neighborhood with 100's of children in and about the streets/schools. Please do

NOT consider ALT3 But

ALT 1 would do the job, and not disrupt the work the neighbors have done to provide a safe haven to raise children.

Sincerely
f. [Signature]



Los Angeles County Metropolitan Transportation Authority
 Mid-City/Westside Transit Corridor
 Draft Environmental Impact Statement/Report

U.S. Department of Transportation
 Federal Transit Administration

Unread!

COMMENTS

Please use this page to submit your comments about the Draft Environmental Impact Statement/Report (DEIS/EIR) on the Mid-City/Westside Transit Corridor. You may discuss any aspect of the project in which you are interested.

Dear Sir/Madam:

I live behind the Exposition railway line & I hope the MTA has no plans to start either railway or bus route. It is extremely unhealthy for my family due due to the pollution & bad air which is extremely harmful to my family & all neighbors. I appreciate it if you
 Thank you

Mint.

(If necessary, please continue your comments on the reverse side of this paper.)

To receive information regarding the Mid-City/Westside Transit Corridor DEIS/EIR, please complete the information below.

Name _____ Phone/Fax _____

Address _____

City/State/Zip _____



unread 2

COMMENTS

Please use this page to submit your comments about the Draft Environmental Impact Statement/Report (DEIS/EIR) on the Mid-City/Westside Transit Corridor. You may discuss any aspect of the project in which you are interested.

THIS IS THE MOST RIDICULOUS &
STUPIDEST PROPOSAL WE'VE EVER
HEARD, WITH ALL THE CITY'S BULLSHIT,
THIS TOP THEM ALL!

YOU PEOPLE CANNOT EVEN RUN A WAREHOUSE.
SO HOW CAN YOU RUN A CITY?!



(If necessary, please continue your comments on the reverse side of this paper.)

To receive information regarding the Mid-City/Westside Transit Corridor DEIS/EIR, please complete the information below.

Name _____ Phone/Fax _____

Address 10811 Ashburn

City/State/Zip LA Calif 90024

COMMENTS
Page 309

From: Mid-City WestSide
Sent: Monday, June 11, 2001 8:27 AM
To: 'pro se'
Subject: RE: I FOR LIGHT RAIL

Mr. Prose:
Thank you for your comment on the Mid-City/Westside DEIS/EIR.

We have logged your comment into the record.

We are scheduled to go before the MTA Board on June 28, 2001. The DEIS and a summary of the comments received will be presented. At that time a locally preferred alternative will be selected.

Sincerely,

Mid-City/Westside Project Team

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

From: pro se [mailto:aadc_squeakywheel@hotmail.com]
Sent: Sunday, June 10, 2001 8:43 AM
To: MidCityWestside@mta.net; SecondDistrict@bos.co.la.ca.us;
FifthDistrict@bos.co.la.ca.us; don@bos.co.la.ca.us; molina@bos.co.la.ca.us;
zev@bos.co.la.ca.us; Rriordan@mayor.ci.la.ca.us; bernson@c12.ci.la.ca.us;
jlgaspi@aol.com; jwalden@mayor.lacity.org; fasanajr@pcmagic.net;
frobarts@cityoflancasterca.org; BeAPro@aol.com; pam-oconnor@santa-monica.org;
friends4expo@aol.com
Subject: I FOR LIGHT RAIL

AADC (1)

to the MTA Board members I'm for Exposition light rail and against bus lanes.
MR. pro se 1144 5th street. APT 309 SANTA MONICA CA 90403. TEL 310 899 3888

] 1

Get more from the Web. FREE MSN Explorer download : <http://explorer.msn.com>



COMMENTS

Please use this page to submit your comments about the Draft Environmental Impact Statement/Report (DEIS/EIR) on the Mid-City/Westside Transit Corridor. You may discuss any aspect of the project in which you are interested.

I am a resident of the Westwood Garden Civic Organization and I **DO NOT SUPPORT**
ALT 3 I SUPORT ALT. 1] 1

There is a proven ridership on Wilshire. The Wilshire Rapid Bus can not keep
 up with the demand.] 2

It travels through activity centers that service the people of Los Angeles and
 tourist.] 3

Exposition Blvd. does not do that.

The Expo ROW goes through neighborhoods. The detour on Expo proved
 that going through Commercial Zones and **not neighborhoods** increases
 the ridership.] 4

Until Expo ROW's detour travels through more commercial than residential
 areas it should not be developed.] 5

The Wilshire Rapid Bus and Expo ROW parallel each other in Santa Monica.
 If you develop Expo ROW Santa Monica will have **two** rapid lines to it and
 Venice none.] 6

Mitigating the negative impact Expo ROW will have on residential
 neighborhoods will be too costly. Money can better be used on Wilshire.] 7

Develop the route that services more people.] 8

(If necessary, please continue your comments on the reverse side of this paper.)

To receive information regarding the Mid-City/Westside Transit Corridor DEIS/EIR, please complete the information below.

Name Erin Anshenli Phone/Fax 310-475-9579

Address 10741 Ashby Ave.

ty/State/Zip Los Angeles, CA 90064

Mail sheet by Friday, June 15, 2001 to:

MTA, ATTN: David Mieger, One Gateway Plaza, Mail Stop 99-22-5, Los Angeles, CA 90012
 (310) 366-6443 Fax: (213) 922-3060 E-Mail: MidCityWestside@mta.net

MTA

COMMENTS

Please use this page to submit your comments about the Draft Environmental Impact Statement/Report (DEIS/EIR) on the Mid-City/Westside Transit Corridor. You may discuss any aspect of the project in which you are interested.

I am concerned about the following issues:

What precautions are you taking to prevent children from running along or on the areas that the light rail will run?

The tracks run directly adjacent to Dorsey High School. Children are not the most cautious people. What will prevent them from playing chicken or pushing someone on to the tracks.

What about noise? Besides the sounds on a train passing (which is loud enough), what about the bell the goes off every time they pass Buckingham Road and Farmdale?

The old railroad ran only a couple of times a day and did not blow their horns and cause sleepless nights. Members of my household begin going to sleep at 8:00 P.M.. Some of us need to wake at 5:00A.M. to get ready for the day. Will you be a good neighbor and not disturb my right to peace in my home. What physical sound barriers or sound abatement have you planned to use?

Michiko Ariga
3516 Potomac Avenue
Los Angeles, CA 90016

1
2
3
4

(If necessary, please continue your comments on the reverse side of this paper.)

To receive information regarding the Mid-City/Westside Transit Corridor DEIS/EIR, please complete the information below.

Name _____ Phone/Fax _____

Address _____

City/State/Zip _____

Mail sheet by Friday, June 15, 2001 to:

MTA, ATTN: David Mieger, One Gateway Plaza, Mail Stop 99-22-5, Los Angeles, CA 90001
(310) 366-6443 Fax: (213) 922-3060 E-Mail: MidCityWestside@mta.net

COMMENTS
Page 312

RHLC

MAY 15 2001

SCANNED
IN RMC

GEORGE ARKIN - CAROL ARKIN

10350 Wilshire Blvd.#704 * Los Angeles, CA 90024 * (310) 858 9355 * FAX (310 858 9356)

May 11, 2001

David Meiger, Project Manager
Los Angeles MTA, One Gateway Plaza
Mail Stop-99-22-5. Los Angeles, CA 90012

Via Email: MidCityWestside@mta.net

Regarding the recent report from MTA entitled, "Executive Summary of the Mid-City Westside Corridor. The alternatives of the Wilshire Boulevard Corridor by building a dedicated/exclusive Bus Lane down the center of Wilshire Blvd. and removing the Jut-outs would make a present bad situation become impossible.

] 1

We who live in the buildings along Wilshire in Westwood between Westwood Boulevard and Comstock would not only have an impossible traffic problem but in fact would be facing Inverse Condemnation of the value of our property and would make deliveries and move ins or outs almost impossible.

] 2
] 3

We were assured by the Manager of the City Engineer and Manager of the Environmental Group and that we would be kept informed of the further process on both of these proposals.

] 4

The great majority of the people living in the area are opposed to both of these actions and would make our egress from Wilshire Blvd. to our homes and our access from our homes very much more difficult, as well as to increase the congestion on Wilshire Blvd. to an unbearable situation.

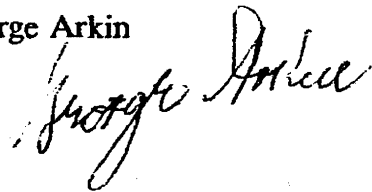
] 5

It seems that an alternative route must and should be considered. Respectfully,

] 6

Carol Arkin

George Arkin



JUN 18 2001

SCANNED
IN RMC

U.S. Department of Transportation
Federal Transit Administration

Los Angeles County Metropolitan Transportation Authority
6841 Wilshire Blvd., Suite 200
Draft Environmental Impact Statement/Report

Fax 213 922 3060

COMMENTS

dup

Please use this page to enter your comments about the Draft Environmental Impact Statement/Report (DEIS/EIR) on the Mid-City/Westside Transit Corridor. You may discuss any aspect of the project in which you are interested.

Page 1

Realizing that the development of the Westside of Los Angeles has brought about a very serious transportation problem, I am deeply concerned by the idea of making the use of the Light Rail corridor a part of the traffic solution.

1

1. It appears as a very expensive mean of transportation to set up, without too much guarantee that it will help a lot to the congestion problem of our freeways and streets. For one, it supposes that we can transform into train riders a population of sophisticated lawyers, insurers, ad men, business people: this may never happen. Second, the train ride never takes you to your final destination without using a secondary mean of transportation like a bus etc.. Such transfers add considerably to the time of travel, which would make the whole solution a hard "sell".

2
3
4

2. Realistically, the light rail corridor would be mostly effective at the two ends of its line: Santa Monica & U.S.C. It fails to reach the important centers of activity or points of interest of the Westside such as U.C.L.A., Century City, the mid-town museums, unless there again you transfer to another form of transportation: it seems to be a far cry from what we find in the major cities of the world!

5

3. If trains has to be, I hope that it will at least follow a route like Venice Boulevard all the way to Sepulveda without running thru the backyards of the West L.A. residents! Venice blvd. seems to be the one thoroughfare which could benefit from the existence of a public transportation medium, and possibly guarantee a higher frequency of usage.

6

4. As an alternative to a Rail system, I would see a much improved bus system (comparable to what we find in Europe, where every body feels

7

(If necessary, please continue your comments on the reverse side of this paper.)

To receive comments on the Mid-City/Westside Transit Corridor DEIS/EIR, please complete the information below.

Name MARCEL ALVARADO Phone/Fax 310 837 9229

Address 3100 Wilshire Blvd

City/State Los Angeles, Ca 90064



COMMENTS

Please use this page to submit your comments about the Draft Environmental Impact Statement/Report (DEIS/EIR) on the Mid-City/Westside Transit Corridor. You may discuss any aspect of the project in which you are interested.

Page 2.

like they can ride a public transportation system!), which would include

1. Local & express buses, with a much improved frequency that what is to-day.
2. Bus lines running North to South also rather than just East-West or in a star shape converging toward the down town.
3. Bus transportation equipment kept in a good shape: for cleanliness, smell, fumes and comfort. Stop booths well equipped with Bus line No., drawing of routes.

Only these kind of improvements could transform the people's attitude toward using a public transportation system and leave their cars home or at a parking. Some good advertizing might also help.....but not investing these millions of taxpayers \$ into a light rail system on the Westside!

}
B
9

Manuel P. Armand

If necessary, please continue your comments on the reverse side of this paper.)

To receive comments on the Mid-City/Westside Transit Corridor DEIS/EIR, please complete the information below.

Name _____ Phone/Fax 310 837 9229

Address _____

City/State/Zip _____ 90064

From: Mid-City WestSide
Sent: Monday, June 11, 2001 8:46 AM
To: 'Cheryl Armon'
Subject: RE: light rail

Ms. Armon:

Thank you for your comment on the Mid-City/Westside DEIS/EIR.

We have logged your comment into the record.

We are scheduled to go before the MTA Board on June 28, 2001. The DEIS and a summary of the comments received will be presented. At that time a locally preferred alternative will be selected.

Sincerely,

Mid-City/Westside Project Team

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

From: Cheryl Armon [mailto:Cheryl_Armon@antiochla.edu]
Sent: Sunday, June 10, 2001 9:16 PM
To: MidCityWestside@mta.net
Subject: light rail

CAR(1)

Dear Mr. Mieger,

I am writing to share with you my support of the Exposition Light Rail project. Less pollution, less noise, less traffic. It all sounds good to me. I hope you support the Light Rail project, too.

Cheryl Armon
2118 Pearl Street
Santa Monica, CA 90405

Richard Arnold
10939 Exposition Blvd
Rancho Park, CA 90064

SCANNED
IN RMC

RIA 1

May 26, 2001

Mr. David Mieger
MTA
One Gateway Plaza
Mail Stop 99-22-5
L.A., CA 90012

Dear Mr. Mieger,

In regards to the MTA Board of Directors Meeting on June 29th, I would like you to know that the only choice I support is Alternative 1, the Wilshire Rapid Bus project. This project has been a huge success, demonstrating that it is the right route for development.

] 1

I also wish to voice my opposition to attempts at re-instating light rail along the Exposition ROW as contemplated in Alternative 3 for the following reasons:

] 2

- It will destroy the neighborhoods of Rancho Park and Cheviot Hills. The vibrations of the trains will ultimately cause seismic damage to homes and the peace and quiet will be destroyed by noise pollution of clanging wheels, bells, traffic, whistles etc. Eventually, these neighborhoods will wither and decline as homeowners move away, with property values declining.

] 3

] 4

- This is a line to nowhere. It stops on 17th Street in Santa Monica. What is there?

] 5

- There is no ridership for this on the West Side. Since it doesn't go all the way to the beach, it is not a downtown to beach conduit, contrary to the belief being spread by sponsors. Exposition DOES NOT service high density activity centers.

] 6

- The fallout of trying to cross major intersections like La Cienega, Westwood, Sepulveda, Barrington, Bundy etc. will be a traffic nightmare creating gridlock.

] 7

- The parking structures that will have to support this will be a blight on the Westside, draw hundreds of cars to streets that were never designed for such a flow and divert cars from already crowded streets like Pico and Westwood onto side streets where congestion and safety will become a major concern.

] 8

- The Wilshire bus lines have been a success and that is where the MTA should concentrate its efforts - where there is a ridership!

] 9

- There are groups out there advocating this development that seem mysteriously well funded. Where is their money and organization coming from? From vendors who stand to profit? I wonder?

] 10

As a member of the Westwood of Westwood Homeowners Association, I am opposed to any attempt to create a fiasco of urban and economic planning by attempting to implement such a disaster as the contemplated light rail project described in Alternative 3.

] 19

Thank you,



Richard Arnold

CC: WOWA; Yvonne Burke, Zev Yaroslavsky



WEA(1)

COMMENTS

Please use this page to submit your comments about the Draft Environmental Impact Statement/Report (DEIS/EIR) on the Mid-City/Westside Transit Corridor. You may discuss any aspect of the project in which you are interested.

I am a resident of the West of Westwood HOA and I support Alt. 1.] 1

Buses are more flexible. Rail is fixed. Buses can deviate from the line to avoid sensitive areas such as schools and homes rail cannot.] 2

There is a proven ridership on Wilshire. The Wilshire Rapid Bus can not keep up with the demand.]

It travels through activity centers that service the people of Los Angeles and tourist.] 3

Exposition Blvd. does not do that.]

The Expo ROW goes through neighborhoods. The detour on Expo proved that going through Commercial Zones and not neighborhoods increases the ridership.] 4

Until Expo ROW's detour travels through more commercial than residential areas it should not be developed.] 5

The Wilshire Rapid Bus and Expo ROW parallel each other in Santa Monica. If you develop Expo ROW Santa Monica will have two rapid lines to it and Venice none.] 6

Mitigating the negative impact Expo ROW will have on residential neighborhoods will be too costly. Money can better be used on Wilshire.] 7

Develop the route that services more people.] 8

(If necessary, please continue your comments on the reverse side of this paper.)

To receive information regarding the Mid-City/Westside Transit Corridor DEIS/EIR, please complete the information below.

Name Wendy Arnold Phone/Fax _____
 Address _____
 City/State/Zip _____

Wendy Arnold
 10971 Ayres Ave.
 Los Angeles, CA 90064

Mail sheet by Friday, June 15, 2001 to:
 MTA, ATTN: David Mieger, One Gateway Plaza, Mail Stop 99-22-5, Los Angeles, CA 90012
 (310) 366-6443 Fax: (213) 922-3060 E-Mail: MidCityWestside@mta.net

From: Mid-City WestSide
Sent: Wednesday, May 30, 2001 8:39 AM
To: 'Asher, Grieg'
Subject: RE: Light Rail on Exposition

Mr. Asher:

Thank you for your comment on the Mid-City/Westside DEIS/EIR.

We have logged your comment into the record.

We are scheduled to go before the MTA Board on June 28, 2001. The DEIS and a summary of the comments received will be presented. At that time a locally preferred alternative will be selected.

Sincerely,

Mid-City/Westside Project Team

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

From: Asher, Grieg [mailto:grieg.asher@vta.org]
Sent: Tuesday, May 29, 2001 3:51 PM
To: 'MidCityWestside@mta.net'; 'SecondDistrict@bos.co.la.ca.us';
'FifthDistrict@bos.co.la.ca.us'; 'don@bos.co.la.ca.us';
'molina@bos.co.la.ca.us'; 'zev@bos.co.la.ca.us';
'Rriordan@mayor.ci.la.ca.us'; 'bernson@cl2.ci.la.ca.us';
'jlgaspi@aol.com'; 'jwalden@mayor.lacity.org'; 'fasanajr@pcmagic.net'
Subject: Light Rail on Exposition

GRA (1)

Dear MTA Boardmember,

I wish to express my support for extending Light Rail on Exposition. As a light rail and bus user, I feel it is important to continue to invest in both, not just in buses. The MTA rail system is fantastic - it's clean, quiet, safe and on time! And light rail stations are great opportunities for constructing new, affordable housing in transit-oriented developments. I just returned from a business trip to Dallas and Atlanta, both large sprawling cities, and they are way ahead of LA in terms of rail transit and

2

3

station-area developments. ¹⁴ Please, vote for our future. Vote for light rail on Exposition.] 5

Thank you,

Grieg

Grieg Asher
1346 26th Place
San Pedro, CA 90732

) We have logged your comment into the record.

We are scheduled to go before the MTA Board on June 28, 2001. The DEIS and a summary of the comments received will be presented. At that time a locally preferred alternative will be selected.

Sincerely,

Mid-City/Westside Project Team

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

From: Auntminla@aol.com [mailto:Auntminla@aol.com]

Sent: Sunday, June 10, 2001 7:46 AM

To: Friends4Expo@aol.com

Cc: MidCityWestside@mta.net

Subject: The Expo Line

AUNT(1)

I support the construction of the light rail transit line from downtown Los Angeles to Santa Monica for the purposes of Los Angeles' financial AND physical health:] 1

From: Mid-City WestSide
Sent: Monday, June 11, 2001 8:27 AM
To: 'Auntminla@aol.com'
Subject: RE: The Expo Line

Thank you for your comment on the Mid-City/Westside DEIS/EIR.

From: Salazar, Mariana
Sent: Friday, June 08, 2001 3:51 PM
To: 'bob azarmi'
Subject: RE: MTA route through Culver City

Mr. Azarmi:

Thank you for your comment on the Mid-City/Westside DEIS/EIR.
We have logged your comment into the record.

We are scheduled to go before the MTA Board on June 28, 2001. The DEIS and a summary of the comments received will be presented. At that time a locally preferred alternative will be selected.

Sincerely,

Mid-City/Westside Project Team

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

From: bob azarmi [mailto:bobazarmi@excite.com]
Sent: Friday, June 08, 2001 3:38 PM
To: MidCityWestside@mta.net
Subject: MTA route through Culver City

BA(1)

Dear Mr. David Mieger
June 8, 2001

I am a resident of East Culver City and strongly oppose an MTA Train route through East Culver City for the following reasons;

] 1

Ø There are numerous facts regarding decrease in property values.

] 2

Ø It is clear for everybody that Trains are considered a major noise pollution. The horns and track vibrations can be heard within a mile of the train.

] 3

Ø Safety Hazard: There are 3 elementary schools and park within a few hundred yards of the proposed route. Children playing near trains is a receipt for disaster.

] 4

Ø Property Damage: As a result of the heavy trains, those homes

] 5

nearest the train will notice a shifting and cracking of their foundations.

Ø Zero Benefits: Culver City has one of the best and most effective bus systems on the Westside. There is absolutely no benefit to Culver City if the train either passes or stops on the Eastside of Culver City.

] 6

Sincerely

Bob Azarmi

Send a cool gift with your E-Card
<http://www.bluemountain.com/giftcenter/>



JUN 13 2001

SCANNED
IN RMC

COMMENTS

Please use this page to submit your comments about the Draft Environmental Impact Statement/Report (DEIS/EIR) on the Mid-City/Westside Transit Corridor. You may discuss any aspect of the project in which you are interested.

I'm a home owner on Exposition Blvd,
I work very hard to pay for my home
and support myself. Can you find another
project, like finding a way to get
black people to the Valley instead of
white USC students to school. I don't
want the noise and I don't want
my property value going down.

Hattie Baff
4211 Exposition Bl

(If necessary, please continue your comments on the reverse side of this paper.)

To receive information regarding the Mid-City/Westside Transit Corridor DEIS/EIR, please complete the information below.

Name _____ Phone/Fax _____

Address _____

City/State/Zip _____

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

From: Melody or Sean [mailto:subwaycreek@yahoo.com]
Sent: Wednesday, June 13, 2001 10:48 PM
To: MidCityWestside@mta.net; SecondDistrict@bos.co.la.ca.us;
FifthDistrict@bos.co.la.ca.us; don@bos.co.la.ca.us;
molina@bos.co.la.ca.us; zev@bos.co.la.ca.us; Rriordan@mayor.ci.la.ca.us;
bernson@c12.ci.la.ca.us; jlgaspi@aol.com; jwalden@mayor.lacity.org;
fasanajr@pcmagic.net; froberts@cityoflancasterca.org; BeAPro@aol.com;
pam-oconnor@santa-monica.org; friends4expo@aol.com
Subject: Valley Support for Expo-rail !

SB (1)

I am a resident of Burbank who supports completion of the
east-side rail followed by Expo-Rail BEFORE any major
projects are started in the San Fernando Valley. When the
valley finally gets a turn, I will express my support for a
busway along the Chandler corridor because it's a better
match for the region. However, for Expo the statistics in
the EIR support a rail option as I hope you will.

1
2
3

Thank you,

Sean Bainbridge
1336 N. Pass Avenue
Burbank, CA 91505
(818) 953-2572

From: Mid-City WestSide
Sent: Tuesday, June 19, 2001 10:24 AM
To: 'Melody or Sean'
Subject: RE: Valley Support for Expo-rail !

Mr. Bainbridge:

Thank you for your comment on the Mid-City/Westside DEIS/EIR.

We have logged your comment into the record.

We are scheduled to go before the MTA Board on June 28, 2001. The DEIS and a summary of the comments received will be presented. At that time a locally preferred alternative will be selected.

Sincerely,

Mid-City/Westside Project Team



PB1

COMMENTS

Please use this page to submit your comments about the Draft Environmental Impact Statement/Report (DEIS/EIR) on the Mid-City/Westside Transit Corridor. You may discuss any aspect of the project in which you are interested.

I am a resident of the West of Westwood HOA and I support Alt. 1.

} 1

Buses are more flexible. Rail is fixed. Buses can deviate from the line to avoid sensitive areas such as schools and homes rail cannot.

} 2

There is a proven ridership on Wilshire. The Wilshire Rapid Bus can not keep up with the demand.

It travels through activity centers that service the people of Los Angeles and tourist.

} 3

Exposition Blvd. does not do that.

The Expo ROW goes through neighborhoods. The detour on Expo proved that going through Commercial Zones and not neighborhoods increases the ridership.

} 4

Until Expo ROW's detour travels through more commercial than residential areas it should not be developed.

} 5

The Wilshire Rapid Bus and Expo ROW parallel each other in Santa Monica. If you develop Expo ROW Santa Monica will have two rapid lines to it and Venice none.

} 6

Mitigating the negative impact Expo ROW will have on residential neighborhoods will be too costly. Money can better be used on Wilshire.

} 7

Develop the route that services more people.

} 8

(If necessary, please continue your comments on the reverse side of this paper.)

To receive information regarding the Mid-City/Westside Transit Corridor DEIS/EIR, please complete the information below.

Name Pouran Bakhshi or Mahnaz Balouch Phone/Fax (310) 474-8464
 Address 2522 Military Ave. Fax: (310) 399-4532
 City/State/Zip Los Angeles CA 90064

* Mail sheet by Friday, June 15, 2001 to: *
 MTA, ATTN: David Mieger, One Gateway Plaza, Mail Stop 99-22-5, Los Angeles, CA 90012
 (310) 368-6443 Fax: (213) 922-3060 E-Mail: MidCityWestside@mta.net

COPY

for your staff records

Department of Biological Sciences
University of Southern California
Los Angeles, CA 90089-0371

May 25, 2001

Hon. Yvonne Burke, Chair
LACMTA Board
One Gateway Plaza
Los Angeles, CA 90012-2952

Dear Supervisor Burke:

For many years I have observed the old railroad line which forms a median in Exposition Boulevard lying fallow, and wondered why it hasn't been put back into use for public transportation. The University of Southern California is one of the largest academic institutions in Los Angeles County, and the student body, professors, staff, and visitors to the University would benefit very much from restoration of the Exposition line right-of-way to transit use. In addition, just to south of the University the LA County Museum of Natural History, the Science Museum, the Coliseum, and other trip generators would also benefit very much from transit service on this former Red Car line.

} 1

Traffic congestion has shown marked growth in recent years not only on the arterials and local streets surrounding USC but also along all of the freeways leading towards the University—including the Harbor Freeway, the Santa Ana Freeway, and the Santa Monica Freeway. Other world-class cities have rail rapid transit lines and light rail facilities serving major colleges and universities, as well as their downtown areas, major shopping districts, museums, and heavy concentrations of population. Los Angeles has very little rail transit, despite growing residential population along major Westside highway corridors.

} 2

I understand the public is being asked to comment on the Mid-City/Westside Transit Corridor Draft EIR/EIS. According to the Executive Summary to this document, Alternative 3, which combines an Exposition Boulevard LRT line from downtown Los Angeles to Santa Monica with a Wilshire bus rapid transit line would transport 83,900 riders per day, of which the majority would be on the Exposition Line. This is more than the ridership for any of the other alternatives, including Alternative 2, which would place busways on both Wilshire and Exposition. According to the EIR, light rail on Exposition would carry 51,400 riders per day, while a busway on this same corridor would carry at most 29,000.

} 3

I urge the MTA to adopt Alternative 3, with an Exposition Boulevard light rail line, as the option that will best serve the needs of USC, the Westside, and Los Angeles County in general.

} 4

I would further comment that the local area along Exposition on the south side of the USC campus is already subject to heavy vehicular traffic with Harbor Freeway ramps at Exposition and 37th. There are heavy pedestrian movements crossing Exposition between the University and the museum complex, as well as between the University and parking lots south of the campus. The southern end of the campus has recently seen a major expansion of facilities at the corner of Exposition and Figueroa, and there are

} 5

currently left turn lanes on the median right-of-way where it approaches Figueroa, because of the growing traffic. Grade separating the light rail line from auto and pedestrian traffic where the trains approach the Harbor Freeway would probably be the best option. Since the freeway is overhead in this location, would mean putting the transit facility under the intersecting streets here. Farther west, the right-of-way should probably be fenced to prevent pedestrian-train conflicts.

} B

Sincerely yours,

Gerald J. Bakus

Gerald J. Bakus, Ph.D.
Professor of Biology
(213)-740-5790

http://expolines.msn.com

From: Mid-City WestSide
Sent: Tuesday, June 19, 2001 10:25 AM
To: 'Craig Barela'
Subject: RE: Expo Line, please!

C. Barela:

Thank you for your comment on the Mid-City/Westside DEIS/EIR.

We have logged your comment into the record.

We are scheduled to go before the MTA Board on June 28, 2001. The DEIS and a summary of the comments received will be presented. At that time a locally preferred alternative will be selected.

Sincerely,

Mid-City/Westside Project Team

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

From: Craig Barela [mailto:barela@rand.org]
Sent: Thursday, June 14, 2001 10:29 AM
To: MidCityWestside@mta.net; SecondDistrict@bos.co.la.ca.us;
FifthDistrict@bos.co.la.ca.us; don@bos.co.la.ca.us;
molina@bos.co.la.ca.us; zev@bos.co.la.ca.us; Rriordan@mayor.ci.la.ca.us;
bernson@cl2.ci.la.ca.us; jlgaspi@aol.com; jwalden@mayor.lacity.org;
fasanajr@pcmagic.net; froberts@cityoflancasterca.org; BeAPro@aol.com;
pam-oconnor@santa-monica.org; friends4expo@aol.com
Subject: Expo Line, please!

CB (1)

The Santa Monica freeway is overcrowded, and it frequently turns into a virtual parking lot for those of use trying to go east on fwy10 after work.

] 1

Please act now to alleviate this problem by instating an Expo light-rail Line from Santa Monica to downtown Los Angeles. Thousands of flustered commuters will thank you for offering a welcome alternative to the kind of gridlock that builds up on the eastbound 10 daily after 4:00 pm!

] 2

C. Barela

Henry L. Baron 10375 Wilshire Boulevard
Wilshire Terrace Apt. 14G
Los Angeles, California 900

June 15th, 2001

Mr. David Mieger, Project manager
LA County MTA
One Gateway Plaza
Mail Stop 99-2-5
Los Angeles, Ca. 90012

Re: Wilshire Bus Rapid Transit

Dear Mr. Mieger:

So that this letter has credibility, I have been in the shopping center business for some 40 years. In each case, when we built a center, we had to do an EIR. The EIR always contained a traffic study. As a result, I am familiar with traffic studies and what information they supply.

} 1

I live in the Wilshire Terrace located at the northeast corner of Wilshire Boulevard and Beverly Glen. We have traffic problems that don't end. For instance, in the past THREE weeks there have been THREE, repeat, THREE traffic accidents at this intersection consuming a total of 7 cars. I have no data on injuries but there had to be some.

} 2

This is just a recently. I strongly suggest that you do some research and obtain historical data. If your consultants have not supplied you with this data then they are remiss in their duties. Secondly, I have been advised by a resident of The Wilshire at Westholme that there have been eight fatalities at this corner.

} 3

I can easily speculate what is going to be the situation when the new buildings under construction and those who will be built spill their resident onto the street. Westwood is a zoo now. How about the future? What going to happen when busses come barreling through, and they will, already overburdened traffic.

} 4

It would be blatantly irresponsible to disregard the history of Wilshire Boulevard as an unsafe racecourse as evidenced by the accident rate and dangerous exposure to pedestrians because of the speeds and total disregard for safety by vehicles that traverse this unofficial freeway. If you proceed with your bus plan, I can only see catastrophe on Wilshire Boulevard not only traffically but the destruction of a nationally known class thorsfare in a quality residential neighborhood comparable to Park Avenue in New York.



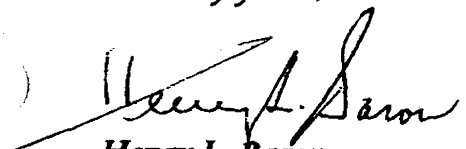
5

It is my hope that you will not take the "Don't confuse me with the facts, my mind is made up." If that be the case, I will reluctantly recommend to my fellow residents that they employ legal counsel to protect the users of this already seriously overburdened roadway. It is my belief that this venue will support our position. Surely, there must be a more acceptable alternate roue that would be less destructive.



6

Sincerely yours,


Henry L. Baron

From: Mid-City WestSide
Sent: Tuesday, June 19, 2001 10:27 AM
To: 'scott.barrow@divine.com'
Subject: RE: I support light rail on Exposition

Mr. Barrow:
Thank you for your comment on the Mid-City/Westside DEIS/EIR.

We have logged your comment into the record.

We are scheduled to go before the MTA Board on June 28, 2001. The DEIS and a summary of the comments received will be presented. At that time a locally preferred alternative will be selected.

Sincerely,

Mid-City/Westside Project Team

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

From: Scott Barrow [mailto:scott.barrow@divine.com]
Sent: Thursday, June 14, 2001 8:32 AM
To: MidCityWestside@mta.net; SecondDistrict@bos.co.la.ca.us;
FifthDistrict@bos.co.la.ca.us; don@bos.co.la.ca.us;
molina@bos.co.la.ca.us; zev@bos.co.la.ca.us; Rriordan@mayor.ci.la.ca.us;
bernson@c12.ci.la.ca.us; jlgaspi@aol.com; jwalden@mayor.lacity.org;
fasanajr@pcmagic.net; froberts@cityoflancasterca.org; BeAPro@aol.com;
pam-oconnor@santa-monica.org; friends4expo@aol.com
Subject: I support light rail on Exposition

SCB(1)

Just a quick note, to pledge my support for the Expo Line, a much needed alternative to LA's embarrassingly, world-renowned, clogged freeways and streets. Further, the Expo Line will offer Los Angeles the opportunity to integrate the "last mile" (read: the Westside) with current and planned rail systems and to create something of great value that could fundamentally change and ultimately unite Angelinos and their "100 suburbs in search of a city".

1
2

S C O T T B A R R O W

divine, inc.
2425 West Olympic Blvd. Suite 400 East
Santa Monica, CA 90404
Telephone: 310 866 4200
Fax: 310 866 4400
Email: scott.barrow@divine.com
http://www.divine.com
From: Mid-City WestSide
Sent: Tuesday, June 19, 2001 10:28 AM
To: 'Bradley Harris'
Subject: RE: Comment on DEIS/EIR on the Mid-City/Westside Transit Corridor

Dear Supervisor Burke,

I am writing you this letter to inform you that my family and I are vehemently opposed to any form of Light Rail Transit running through our community. (Cheviot Hills/Rancho Park). I do not want my Tax dollars being spent on this project in any fashion as I know this plan will spell ruination for property values in the area and create safety problems, local traffic problems, and noise pollution and prove to be a costly error and an environmental nightmare. This area and surrounding areas will not benefit from a train that runs to Staples Center. in addition, the deception of a detour bypassing this area is simply that, a deception and the rail will still pass in or close by and create problems in all the surrounding areas.

If the rail does pass and go through my area, I will sell my house and move immediately, as will several neighbors I have talked to as property values will plummet. I also believe any politicians and in favor of Light Rail will be voted out of office in the next election. I didn't work a lifetime, pay huge taxes and buy a home for me and my family, only to have a train come barreling through it. I will do everything legally within my power to stop it.

The only acceptable transit plan is **ALTERNATIVE 1 - Wilshire BRT** (Bus Rapid Transit) I urge you to use all your powers and influence to see that this option passes and Light Rail remains a thing of the past.

Thank You.



Fred R. Barton
 2657 Malcolm Ave.
 Los Angeles, CA 90064

NB(1)

From: Mid-City WestSide
Sent: Tuesday, June 19, 2001 10:29 AM
To: 'Judy Ho/Netai Basu'
Subject: RE: Comments on the Mid-City/Westside Transit Corridor Study Draft
EIS/EIR

Ms. Basu:

Thank you for your comment on the Mid-City/Westside DEIS/EIR.

We have logged your comment into the record.

We are scheduled to go before the MTA Board on June 28, 2001. The DEIS and a summary of the comments received will be presented. At that time a locally preferred alternative will be selected.

Sincerely,

Mid-City/Westside Project Team

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

From: Judy Ho/Netai Basu [mailto:basu@ucla.edu]
Sent: Friday, June 15, 2001 8:20 AM

To: MidCityWestside@mta.net
Subject: Comments on the Mid-City/Westside Transit Corridor Study Draft
EIS/EIR

NB(1)

Friends -

I have reviewed the Mid-City/Westside Transit Corridor Study Draft EIS/EIR and am writing to express my support for the productive re-use of the Exposition right-of-way as proposed under Alternative 3. Among the several alternatives that were fully evaluated, it offers the best opportunity to affect travel behavior in the corridor. In the context of modern Los Angeles, rail transit is distinctly more appealing to the choice rider than bus transit (Alternative 2). Its superior operating characteristics are apparent in the higher ridership forecast. Alternative 3 also represents the best investment to influence future development in the corridor.

The development of LRT as proposed under Alternative 3 will increase the value and utility of our existing transit system and the planned expansion of Metro Rapid Bus service and the Metro Rail system. The bigger the system gets the better it gets. We could even see an increase in the number of households choosing to own only one vehicle. A critical element of the system, too often neglected, is educating potential riders on the services offered. The new system map published in partnership with the private sector is quite useful in this regard and some such arrangement should be continued.

Finally, I feel that the decision not to study an alignment that would use the segment of the Exposition right-of-way between Venice and Sepulveda Boulevards should be revisited. This appears obvious given the magnitude of traffic impacts anticipated on those two boulevards and the clear suitability of that segment of the right-of-way for transit use. Failure to reconsider this decision raises questions of equity and environmental justice, as noted in the EIS/EIR.

Thank you for your consideration of my comments on this important subject.

Sincerely,

Netai Basu
1651 Hi Point Street
Los Angeles, CA 90035-4503

JUN 15 2001

SCANNED
IN RMC

Cari Beauchamp
Thomas J. Flynn
2546 Tilden Avenue
Los Angeles CA 90064-3134
310-231-7440
flynnthomas@aol.com

E(1)

June 7, 2001

LA County Metropolitan Transportation Authority
Attention: Mr. David Mieger
One Gateway Plaza
Mail Stop 99-22-5
Los Angeles CA 90012

cc: Hon. Yvonne Burke
Hon. Zev Yaroslavsky
Hon. Mayor Elect James Hahn
Hon. Norm Minetta

Reference: Citizens Comments on Mid City/Westside Transit Corridor Proposals

Summary of Our Recommendation:

- **Support Alternative 1** Wilshire BRT. Reason: Quicker to implement a high impact solution, better stretches our hard earned tax dollars through economy and efficiency, less intrusive on adjacent homes and neighborhoods.
- **Oppose strongly Alternative 2** Wilshire BRT and Exposition BRT and **Alternative 3** Wilshire BRT and Exposition LRT. Reasons: Needlessly and hugely expensive for the benefit derived, terribly damaging to both our home's immediate environment and safety, and that of our neighbors and neighborhood. Both of these alternatives would put a 500 car public parking lot nearly into our front yard.

1
2
3

We are homeowners of the above captioned single-family property. We welcome the MTA's analysis of public transportation options for West LA and welcome the MTA's intention to act in getting sensible, timely, economical and efficient solutions underway. Alternative 1 meets goals for a solution that could have a clearly demonstrated and positive impact relatively soon compared to Alternatives 2 and 3 and with a minimum of permanent damage to adjacent corridor residential neighborhoods.

Alternatives 2 and 3 are needlessly expensive and slow to solve growing traffic problems. These plans would seriously and negatively impact our neighborhood and other neighborhoods—without advancing the long-term transportation goal.

3

Alternatives 2 and 3 involve the building of a 500 car public parking lot in our residential neighborhood near Exposition and Sepulveda. The front of our house and would be close enough to this parking lot that we could literally read the license plates on parked cars DAY or NIGHT. The bright lights of the parking lot would shine in through our windows every night. Access and egress to the lot would burden our

4

MTA June 7, 2001

Page Two

residential street. We would no longer feel our children were safe outside. Our children and those in the neighborhood would encounter any wrong-headed people attracted to this lot. We simply do not see defensible general public benefit for the burdens that Alternatives 2 and 3 bring to bear on us.

We believe the Wilshire BRT has the benefits of quicker impact, economy, efficiency, and less intrusiveness on residential neighborhoods—including ours. Choosing this alternative and getting action implementation underway will bring deserved credit to the MTA, and to the federal and state officials involved.

If Alternatives 2 and 3 are selected, and Exposition/Sawtelle/Sepúlveda is to be selected as a transit station needing parking, there is significant acreage West of Sepulveda that could be used that doesn't impact as adversely as the proposed lot. There is significant acreage UNDER I-405, part of which is literally already marked as an old, now unused parking lot at Pico and Sawtelle. The solution sought by the Westside Corridor doesn't have to involve paving over parts of another Los Angeles neighborhood.


5

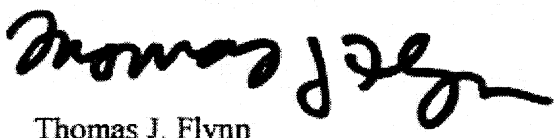
Again, we strongly urge the MTA to select Alternative 1, and save our neighborhood and our property from permanent damage.

Please keep us informed about the Mid-City/Westside Transit Corridor DEIS/EIR.

Thank you very much. The public service of the MTA is appreciated. This Westside program will be an opportunity to bring solutions to serious transportation issues. We want the solution to make the most sense.

Sincerely,


Cari Beauchamp


Thomas J. Flynn

2546 Tilden Avenue
Los Angeles CA 90064-3134
Tel. 310-231-7440
Fax 310-231-7441
E-mail flynnthomas@aol.com

JB(1)



**Best Western
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1-800-251-3888

June 15, 2001

MR. DAVID MEIGER
Project Manager
Los Angeles County MTA
One Gateway Plaza
Mail Stop 99-22-5
Los Angeles, CA 90012
Fax (213) 922-3060

Re: Westside Transit Corridor Studies

Dear Mr. Meiger,

Putting Light Rail on Sepulveda Blvd. will be a tragic mistake. You must find another solution and leave an important street like Sepulveda Blvd. to carry auto traffic which it was designed for. It could not handle Light Rail and the present heavy commuter traffic that uses this street. Most of these traffic would be displaced and be forced to use residential streets in the vicinity and for sure this would not be acceptable to the residents in the area.

} 1
} 2

I urge you to abandon the plan of placing the Light Rail on Sepulveda Blvd. as it will be unworkable and unnecessary since there is already a # 6 Culver City bus that serves this street and runs mostly empty so why do we need a rail? Instead of a Light Rail why not add an East-West bus line for the Westside where it is necessary to alleviate traffic.

} 3
} 4

I'm hoping that my concerns be addressed accordingly since I'm one of those who will be greatly affected of this plan since I'm a property owner and a business operator with over 200 ft. of frontage on Sepulveda.

} 5

Thank you and hoping for a favorable response to this matter.

Sincerely,


JOHN BECCARIA

TB(1)

MSN Home Hotmail Web Search Shopping Money People & Chat



Hotmail® wowhoe15@hotmail.com

Inbox Compose Address Book Folders Options

Messenger Calendar Help

Folder: Inbox

From: Tom Becktold <becktold@yahoo.com> Save Address - Block Sender
To: Seamus Tippit <wowhoe15@hotmail.com> Save Address
Subject: Oppose Exposition Rail/Bus Line
Date: Mon, 11 Jun 2001 15:42:13 -0700 (PDT)

Reply Reply All Forward Delete Previous Next Close

FYI, I sent the following to Supervisors Burke & Yaroslovsky as well as Mayor Riordan and the MTA....

Dear Supervisor Burke:

I would like to voice my strong opposition to placing a light rail or bus line through my residential neighborhood on Exposition (I live between Westwood and Sepulveda).

While I agree that better mass-transit solutions are important to our city's future success, placing a rail line via this route doesn't make sense for a variety of reasons.

--Since the line was last use for rail, the surrounding communities have changed. Single-family homes and other lower-density dwellings surround much of the line, providing lower ridership potential and a higher danger to children in these neighborhoods vs. a more commercial location.

--Since Exposition is not a through street, commuters are not familiar with the route. Commuters are familiar with our freeway grid and major through streets such as Wilshire, Santa Monica & Olympic Blvds. A truely effective mass transit program would overlay rail lines on our freeway network with park-and-ride conduits from select off-ramps. This would seem to be the least

disruptive to neighborhoods as the freeways are already established.

A couple of frustrating observations:

--Santa Monica Blvd/West Hollywood - What Happened?

I have had to suffer through close to two year's of traffic delays on Santa Monica Blvd. as they remove their right-of-way, not to add traffic lanes, but to widen sidewalks to provide local murchants with larger outdoor dining (smoking sections??) areas. What a horrible decision. The

Santa Monica right-of-way and it's old light rail would have been a perfect, logical location to re-establish an East-West corridor.

--Finally, as a local homeowner at 2635 Veteran Avenue, I definitely feel my neighborhood does it's part to support L.A. transit. We have the Santa Monica airport landing flight-path overhead and are bordered by the 405 and 10 freeways. I am

trying to determine whether to upgrade my home or simply move.

The uncertainty with this transit line is moving me to simply leave the neighborhood, and that's unfortunate.

Thank you for your time.



TBFC

COMMENTS

Please use this page to submit your comments about the Draft Environmental Impact Statement/Report (DEIS/EIR) on the Mid-City/Westside Transit Corridor. You may discuss any aspect of the project in which you are interested.

Anyone who commutes in LA knows that Santa Monica Blvd & Wilshire Blvd are the two key corridors, where businesses are located.

Yet, West Hollywood was allowed to remove their old right-of-way simply to widen side walks. A missed opportunity for mass transit to be sure.

LA continues to put services and business districts in the wrong places - freeway next to homes, business districts that require travel thru residential districts.

Let's stop this now, use common sense, and put transit where it will help people get to jobs and to business! Santa Monica & Wilshire Blvds help businesses and don't harm residents. (If necessary, please continue your comments on the reverse side of this paper.)

To receive information regarding the Mid-City/Westside Transit Corridor DEIS/EIR, please complete the information below

Name Tom Beckhold Phone/Fax 310-446-6366 p

Address 2635 Veterans Ave

City/State/Zip L.A CA 90064

Mail sheet by Friday, June 15, 2001 to:

MTA, ATTN: David Mieger, One Gateway Plaza, Mail Stop 99-22-5, Los Angeles, CA 90012
 (310) 366-6443 Fax: (213) 922-3060 E-Mail: MidCityWestside@mta.net

COMMENTS
Page 342

FifthDistrict@bos.co.la.ca.us; don@bos.co.la.ca.us;
molina@bos.co.la.ca.us; zev@bos.co.la.ca.us; Rriordan@mayor.ci.la.ca.us;
bernson@c12.ci.la.ca.us; jlgaspi@aol.com; jwalden@mayor.lacity.org;
fasanajr@pcmagic.net; froberts@cityoflancasterca.org; BeAPro@aol.com;
pam-oconnor@santa-monica.org; friends4expo@aol.com
Subject: Expo Line.

BRB(1)

Dear Readers,

I recently became aware of the proposed Downtown to Santa Monica light rail system. I think that it is a wonderful ideal due to the excess of traffic, and the MTA bus system which leave something to be desired. I live about four blocks away from one of the proposed stations. (Crenshaw/ Exposition) Furthermore, I am a student at Santa Monica College, and work near the Red/Blue Line station downtown LA. The "Exposition" line would drastically cut my travel time by bus, as well as saving me from driving. It is truly sad these lines are not in operation, because in the past I had to commute from Downey to West Los Angeles (Bundy/Olympic), which you may know is only a couple hundred feet from the tracks of Exposition. Looking back if said lines were in operation, I could have utilized the proposed "East side" train to the "Expo" line; Moreover, it is in my not so humble opinion that the MTA board members, (or any other agencies involved) would be making a grave mistake by not pushing for the implementation of not only the "Expo" line, but the "Wilshire Expansion" as well as the "East side" rout. I would hope that you give the proposed "Expo" line serious consideration. If none of you utilize public transportation or have no particular interest in using it, then consider the fact that the number of cars you would remove from the 10, 60, 710, and 5 freeways would ease "your" commute. Thank you for your time, and allowing me to voice my concerns.

Sincerely,

Bradford Bell
(Resident: Crenshaw District, Los Angeles)

From: Mid-City WestSide
Sent: Wednesday, May 30, 2001 8:44 AM
To: 'hagemaru@earthlink.net'
Subject: RE: Expo Line.

Mr. Bell:

Thank you for your comment on the Mid-City/Westside DEIS/EIR.

We have logged your comment into the record.

We are scheduled to go before the MTA Board on June 28, 2001. The DEIS and a summary of the comments received will be presented. At that time a locally preferred alternative will be selected.

Sincerely,

Mid-City/Westside Project Team

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

From: hagemaru@earthlink.net [mailto:hagemaru@earthlink.net]
Sent: Tuesday, May 29, 2001 8:58 PM
To: MidCityWestside@mta.net; SecondDistrict@bos.co.la.ca.us;

Paul Benigno
321 Indiana#2
Venice, CA 90291

David Mieger, Project Manager
MTA Mid-City/Westside Transit Corridor Study
One Gateway Plaza, Mailstop 99-22-5
Los Angeles, CA 90012

June 13, 2001

Dear Mr. Mieger,

I am writing to offer my written comments regarding the MTA's proposed Mid-City/Westside Transit Corridor Study. The MTA's proposed project will impact me directly because Marmol Radziner + Associates, my place of work, is located at Olympic and Stewart, about 100 feet from the proposed Exposition Light Rail Transit (LRT) line.] 1

Light rail is a necessary component in expanding a transit system that needs to evolve to reflect the complexity and diversity of the myriad of urban settlement patterns crisscrossing our present day Los Angeles. Bus transit using automobile arteries cannot provide a viable alternative to the automobile. Time and effort are concrete commodities which form the decision making process of any commuter. Adding light rail connecting the westside to downtown will offer both the allure of less time and less effort than a taking a bus. In fact more of this type of expansion is long overdue and is needed if Los Angeles plans to move its people around this vast metropolis in an environmentally sustainable way.] 2

Sincerely,


Paul Benigno



COMMENTS

WIS (1)

Please use this page to submit your comments about the Draft Environmental Impact Statement/Report (DEIS/EIR) on the Mid-City/Westside Transit Corridor. You may discuss any aspect of the project in which you are interested.

Regarding the MTA plan to implement the Bus Rapid system along Wilshire, especially in the Miracle Mile district--I am STRONGLY IN OPPOSITION. You are willing to experiment in our district with NO certainty, NO hope that Beverly Hills will ever allow such a system in their city. Thus there will be a wholly fragmented transit system and it does not serve its ultimate purpose.....there is not a great demand for E-W transport ON WILSHIRE. You are trying to force a square peg in a round hole.....not gonna work.

1

Try this...expand and improve the Rapid Bus system. Get Beverly Hills on board with respect to the transponders. I see no reason that a subway system could not ultimately get build through greater extents of our network. Scrap the BRT. There has to be a greater effort to install smart traffic signals throughout the city, the lights in and around mid-town are ridiculous in the way they favor lightly traveled streets at the expense of highly trafficked streets and have no ability to sense traffic patterns and density.

2

Further, I support the light rail solution for the Exposition corridor. I support a mono-rail or light rail system for Olympic Blvd--this is a heavily traveled E-W route.

3

4

Placing the BRT in a short segment through the Wilshire--Miracle Mile district is NOT RIGHT.

5

Will Berelson
213-740-5828

(If necessary, please continue your comments on the reverse side of this paper.)

To receive information regarding the Mid-City/Westside Transit Corridor DEIS/EIR, please complete the information below.

Name _____ Phone/Fax _____

Address _____

City/State/Zip _____

Mail sheet by Friday, June 15, 2001 to:
MTA, ATTN: David Mieger, One Gateway Plaza, Mail Stop 09-22-5, Los Angeles, CA 90012
(310) 366-6443 Fax: (213) 922-3060 E-Mail: MidCityWestside@mta.net

From: Mid-City WestSide
Sent: Thursday, June 07, 2001 4:29 PM
To: 'Moetik@aol.com'
Subject: RE: (no subject)

Mr. Beri:

Thank you for your comment on the Mid-City/Westside DEIS/EIR.

We have logged your comment into the record.

We are scheduled to go before the MTA Board on June 28, 2001. The DEIS and a summary of the comments received will be presented. At that time a locally preferred alternative will be selected.

Sincerely,

Mid-City/Westside Project Team

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

From: Moetik@aol.com [mailto:Moetik@aol.com]
Sent: Thursday, June 07, 2001 3:10 PM
To: david@fold-a-goal.com
Cc: midcitywestside@mta.net; ad747@lafn.org; CAROLGCC@aol.com;
Steve@stevenrose.com; ewolkowitz@rdblawcorp.com
Subject: (no subject)

DB (1)

Gentlemen:

with reference to your proposal to build a rail line along nation blvd. I own property alongside the old rail lines and I remember the noise damage to the area, the kids that were hurt who played along the track and the devastating time we had in order to rent apartments in this area. I urge you in the most urgent way not to proceed with this project. I know that i will lose a lot of tenants due to it.
respectfully yours,

David Beri
3418 Helms Avenue #7

Culver City, California 90232

 Mr. Oliver Berfner
10376 Rochester Ave.
Los Angeles, CA 90024

MR DAVID MIEGER
LA COUNTY MTA

01 May 8

Dear Mr. Mieger,

Following are my comments with regard to the proposed Wilshire Bl BRT and Expo BRT/LRT.

With regard to the latter, excellent plan. Do it!

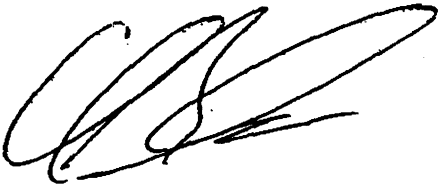
With regard to the Wilshire BRT, Option A states "Maintains up to 1/2 of all left-turn pockets." I don't like the "up to"; it is deceiving us into believing that half of the left turn pockets will remain. We all know that such will not be the case.] 1
] 2

Therefore, Option B appears to be preferable, especially inasmuch as there is no parking on much of Wilshire Bl. already.] 3

Moreover, when the buses are numerous at rush hour, automobile traffic generally avoids the curb lanes, anyway; 'cause nobody wants to be stuck behind a bus.] 4

I trust that motorists will be able to enter the bus lane in order to make right turns.] 5

Sincerely,



BBE (1)

COMMENTS

Please use this page to submit your comments about the Draft Environmental Impact Statement/Report (DEIS/EIR) on the Mid-City/Westside Transit Corridor. You may discuss any aspect of the project in which you are interested.

It is all well and fine to have a light rail system, but I am totally opposing this going thru the Exposition route. I just bought a new house in the area between Exposition and National., We already have the freeway going through the neighborhood with pollution and noise, and now you want to ruin the neighborhood totally with this transit system I moved from New York where it was impossible to ride subways because of crime and if you think it is going to be any better with this system you are mistaken.

We do not need the extra traffic and people parking in our neighborhood making it crowded and noisy and dirty. This is one of the only affordable neighborhoods that has any type of community spirit.

This city is driving everyone out of the city that are making worthwhile contributions. When are you going to start protecting the hard working people like myself who have strived hard to finally be able to afford owing a home.

We are trying to beautify our neighborhood and you're trying to destroy what we have strived to build.

Please know that we are the ones that vote for you—so support us!

Barbara Bersell
698 Greenfield Avenue
Los Angeles, CA 90064

(If necessary, please continue your comments on the reverse side of this paper.)

To receive information regarding the Mid-City/Westside Transit Corridor DEIS/EIR, please complete the information below.

Name _____ Phone/Fax _____

Address _____

City/State/Zip _____

Mail sheet by Friday, June 15, 2001 to:

MTA, ATTN: David Mieger, One Gateway Plaza, Mail Stop 99-22-5, Los Angeles, CA 90001
(310) 366-6443 Fax: (213) 922-3060 E-Mail: MidCityWestside@mta.net

COMMENTS
Page 350

JOB(1)

Our family of 4 thinks it is a great idea and we would all use it!!

2 of us would use it to go to work daily. Another member of our family is an officer with the LAPD and he could use it depending upon his division assignment. We would all use it to get downtown for the museums.

We travel a great deal and always use public transportation in foreign countries. Recently we were in Prague and Budapest. They both have subways the Russians built and left behind. That was the only good thing the locals remember they did!!

LA is way behind many of the great cities in the world in public transportation. The Expo light rail is a great idea with minimal expense. Please help us realize this improvement in LA's infrastructure!

Sincerely,

Dr. and Mrs. John Beumer and family

} 1
} 2
} 3

From: Mid-City WestSide
Sent: Monday, June 11, 2001 8:42 AM
To: 'Jan Beumer'
Subject: RE: Expo light rail

Dr. & Mrs. Beumer & Family:

Thank you for your comment on the Mid-City/Westside DEIS/EIR.

We have logged your comment into the record.

We are scheduled to go before the MTA Board on June 28, 2001. The DEIS and a summary of the comments received will be presented. At that time a locally preferred alternative will be selected.

Sincerely,

Mid-City/Westside Project Team

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

From: Jan Beumer [mailto:jbeumer@ucla.edu]
Sent: Sunday, June 10, 2001 7:37 PM
To: MidCityWestside@mta.net; SecondDistrict@bos.co.la.ca.us;
FifthDistrict@bos.co.la.ca.us; don@bos.co.la.ca.us;
molina@bos.co.la.ca.us; zev@bos.co.la.ca.us; Rriordan@mayor.ci.la.ca.us;
bernson@c12.ci.la.ca.us; jlgaspi@aol.com; jwalden@mayor.lacity.org;
fasanajr@pcmagic.net; froberts@cityoflancasterca.org; BeAPro@aol.com;
pam-oconnor@santa-monica.org; friends4expo@aol.com
Subject: Expo light rail



COMMENTS

Please use this page to submit your comments about the Draft Environmental Impact Statement/Report (DEIS/EIR) on the Mid-City/Westside Transit Corridor. You may discuss any aspect of the project in which you are interested.

Metro Transit Authority/Westside Transit Corridor Project

Your Westside Transit Corridor Plan would be DEVASTING for the Wilshire corridor: for both the residents and the riders.

Almost all of the buildings on the corridor have all of their services: garbage removal, deliveries, move-ins and move-outs, performed from the front street. We have no alleys! In addition many of them have no guest parking and need parking on Wilshire.

With your proposed plan to take away two of our automobile lanes for two fixed/dedicated bus lanes would drive traffic and pedestrians into the adjoining residential and school areas.

You are proposing three stops in this area: Santa Monica-Warner-Westwood with no plan, or provision, for the disembarking pedestrians to go to park their cars, or make connections. There is no land available for park/ride facilities at these locations. And there are no north and south connections for transportation.

Traffic through Beverly Hills and The Wilshire corridor to Westwood should be diverted to Santa Monica Boulevard, Olympic Boulevard, or Pico Boulevard.

Using double-decked busses on Wilshire would double the ridership per vehicle, eliminate additional pollution, and give the city double the area for advertising.

We, and the homeowners on the corridor are outraged at your current proposal and the fact that they (or the Homeowner Associations) were not notified of your plans for the Wilshire corridor. BY LAW, when a new building is proposed, the neighbors must be notified by mail, and this project is just as important to our community, and should have included our information in the early stages of this plan.

(If necessary, please continue your comments on the reverse side of this paper.)

To receive information regarding the Mid-City/Westside Transit Corridor DEIS/EIR, please complete the information below.

Name Ishak B. Bawi Phone/Fax 312 4701367
Address 10811 Ashford LA CA
City/State/Zip LA CA 90024 #116

Mail sheet by Friday, June 15, 2001 to:

MTA, ATTN: David Mieger, One Gateway Plaza, Mail Stop 99-22-5, Los Angeles, CA 90012

MAY 15, 2001 - PUBLIC HEARING

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Los Angeles County Metropolitan Transportation Authority
Mid-City/Westside Transit Corridor
Draft Environmental Impact Statement/Report

U.S. Department of Transportation
Federal Transit Administration

COMMENTS

Please use this page to submit your comments about the Draft Environmental Impact Statement/Report (DEIS/EIR) on the Mid-City/Westside Transit Corridor. You may discuss any aspect of the project in which you are interested.

I am opposed to the Exposition
Buss or Rail Line. I think it would
severely affect my business.

Why not Venice Blvd, wouldn't
interfere with homes or business.

My family has operated a
Restaurant at this location for 55 yrs.

Thank you
Billingsley's Restaurant

(If necessary, please continue your comments on the reverse side of this paper.)

To receive information regarding the Mid-City/Westside Transit Corridor DEIS/EIR, please complete the information below.

Name Glenn Billingsley Phone/Fax 310 477-1426
Address 11326 PICO Blvd FAX 477-3376
City/State/Zip L.A. CAL 90064

Mail sheet by Friday, June 15, 2001 to:
MTA, ATTN: David Meier, One Gateway Plaza, Mail Stop 89-22-3, Los Angeles, CA 90012
(213) 368-4443 Fax: (213) 822-3080 E-Mail: MidCityWestside@mta.net

Mid-City/Westside Project Team

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

From: MLBLUCAS@aol.com [mailto:MLBLUCAS@aol.com]
Sent: Wednesday, June 06, 2001 5:09 PM
To: zev@bos.co.la.ca.us; seconddistrict@bos.co.la.ca.us;
rriordan@mayor.lacity.org; midcitywestside@mta.net
Subject: Expo Detour

To:
Mayor Riordan
Zev Yaroslavsky
Yvonne Burke
David Mieger

MAB(1)

Please do everything in your power to keep Alt. 1..
It would be terrible to have the light rail running on
Exposition Blvd...We thought it was all settled and
futher correspondence was unnecessary...However we
are now hearing rumors to the contrary...Again, on our
behalf please support the Expo Detour.. (Alt. 1)

}
1
}
2

Please accept my thanks for your support on this
matter....

Marilyn Blakely
10974 Ayres Avenue
Los Angeles, Ca. 90064

MAB(?)

From: Mid-City WestSide
Sent: Thursday, June 07, 2001 8:43 AM
To: 'MLBLUCAS@aol.com'
Subject: RE: Expo Detour

Ms. Blakely:

Thank you for your comment on the Mid-City/Westside DEIS/EIR.

We have logged your comment into the record.

We are scheduled to go before the MTA Board on June 28, 2001. The DEIS and a summary of the comments received will be presented. At that time a locally preferred alternative will be selected.

Sincerely,



COMMENTS

Please use this page to submit your comments about the Draft Environmental Impact Statement/Report (DEIS/EIR) on the Mid-City/Westside Transit Corridor. You may discuss any aspect of the project in which you are interested.

I am a resident of the West of Westwood HOA and I support Alt. 1.] 1

Buses are more flexible. Rail is fixed. Buses can deviate from the line to avoid sensitive areas such as schools and homes rail cannot.] 2

There is a proven ridership on Wilshire. The Wilshire Rapid Bus can not keep up with the demand.] 3

It travels through activity centers that service the people of Los Angeles and tourist.] 4

Exposition Blvd. does not do that.

The Expo ROW goes through neighborhoods. The detour on Expo proved that going through Commercial Zones and not neighborhoods increases the ridership.] 5

Until Expo ROW's detour travels through more commercial than residential areas it should not be developed.] 6

The Wilshire Rapid Bus and Expo ROW parallel each other in Santa Monica. If you develop Expo ROW Santa Monica will have **two** rapid lines to it and Venice none.] 7

Mitigating the negative impact Expo ROW will have on residential neighborhoods will be too costly. Money can better be used on Wilshire.] 8

Develop the route that services more people.] 9

(over)

(If necessary, please continue your comments on the reverse side of this paper.)

To receive information regarding the Mid-City/Westside Transit Corridor DEIS/EIR, please complete the information below.

Name MARILYN BLAKELY Phone/Fax 310 475 4495
 Address 10974 Agiles Ave
 City/State/Zip LA CA 90064

* Mail sheet by Friday, June 15, 2001 to: *
 MTA, ATTN: David Meier, One Gateway Plaza, Mail Stop 99-22-5, Los Angeles, CA 90012
 (310) 366-6443 Fax: (213) 922-3060 E-Mail: MidCivWestside@mta.net

113 (2)



It's not too late to make Dad's Day!

double-barrel portable grill



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Folder: Inbox

From: MLBLUCAS@aol.com [Save Address](#) - [Block Sender](#)

To: wowhoar15@hotmail.com [Save Address](#)

Subject: FYI

Date: Wed, 6 Jun 2001 20:12:31 EDT

Reply Reply All Forward Delete Previous Next Close

Terri...Emails sent per your request...marilyn

To: Mayor Riordan
Zev Yaroslavsky
Yvonne Burke
David Mieger

Please do everything in your power to keep Alt. 1. It would be terrible to have the light rail running on Exposition Blvd...We thought it was all settled and further correspondence was unnecessary...However we are now hearing rumors to the contrary...Again, on our behalf please support the Expo Detour...(Alt. 1)

Handwritten bracket and numbers 1 and 2

Please accept my thanks for your support on this matter....

Marilyn Blinsky
10874 Ayres Avenue
Los Angeles, Ca. 90064

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(Move to Selected Folder)

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[Are your friends online?](#)
[The Web's best personal finance site](#)
[Keep your car running longer](#)
[Get on your soap box](#)
[More...](#)

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COMMENTS

Please use this page to submit your comments about the Draft Environmental Impact Statement/Report (DEIS/EIR) on the Mid-City/Westside Transit Corridor. You may discuss any aspect of the project in which you are interested.

I support Alt. 1.] 1



Buses are more flexible. Rail is fixed. Buses can deviate from the line to avoid sensitive areas such as schools and homes rail cannot.

There is a proven ridership on Wilshire. The Wilshire Rapid Bus cannot keep up with the demand.] 2

It travels through activity centers the people of Los Angeles and tourist.] 3

Please use this page to submit your comments about the Draft Environmental Impact Statement/Report (DEIS/EIR) on the Mid-City/Westside Transit Corridor. You may discuss any aspect of the project in which you are interested.

Exposition Blvd. does not do that.] 4

The Expo ROW goes through neighborhoods. The detour on Expo proved that going through Commercial Zones and not neighborhoods increases the ridership.] 5



Until Expo ROW's detour travels through more commercial than residential areas it should not be developed.] 6

The Wilshire Rapid Bus and Expo ROW parallel each other in Santa Monica. If you develop Expo ROW Santa Monica will have two rapid lines to it and Venice none.] 7

Please use this page to submit your comments about the Draft Environmental Impact Statement/Report (DEIS/EIR) on the Mid-City/Westside Transit Corridor. You may discuss any aspect of the project in which you are interested.

Mitigating the negative impact Expo ROW will have on residential neighborhoods will be too costly. Money can better be used on Wilshire.] 8

Develop the route that services more people.] 9

(If necessary, please continue your comments on the reverse side of this paper.)

To receive information regarding the Mid-City/Westside Transit Corridor DEIS/EIR, please complete the information below.

Name Marian Block Phone/Fax _____

Address 5193 CORNING

City/State/Zip LA - CALIF 90056

COMMENTS

Page 359

Mail sheet by Friday, June 15, 2001 to:

MTA, ATTN: David Mieger, One Gateway Plaza, Mail Stop 99-22-5, Los Angeles, CA 90012



MFB-6

COMMENTS

Please use this page to submit your comments about the Draft Environmental Impact Statement/Report (DEIS/EIR) on the Mid-City/Westside Transit Corridor. You may discuss any aspect of the project in which you are interested.

I support Alt. 1.



Buses are more flexible. Rail is fixed. Buses can deviate from the line to avoid sensitive areas such as schools and homes rail cannot.

There is a proven ridership on Wilshire. The Wilshire Rapid Bus can not keep up with the demand.

It travels through activity centers that service the people of Los Angeles and tourist.

Exposition Blvd. does not do that.

The Expo ROW goes through neighborhoods. The detour on Expo proved that going through Commercial Zones and not neighborhoods increases the ridership.

Until Expo ROW's detour travels through more commercial than residential areas it should not be developed.

The Wilshire Rapid Bus and Expo ROW parallel each other in Santa Monica. If you develop Expo ROW Santa Monica will have **two** rapid lines to it and Venice none.

Mitigating the negative impact Expo ROW will have on residential neighborhoods will be too costly. Money can better be used on Wilshire.

Develop the route that services more people.

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(If necessary, please continue your comments on the reverse side of this paper.)

To receive information regarding the Mid-City/Westside Transit Corridor DEIS/EIR, please complete the information below.

Name Marian Block Phone/Fax _____
 Address 5133 CORNING
 City/State/Zip LA - CALIF 90056

Mail sheet by Friday, June 15, 2001 to:
 MTA, ATTN: David Mieger, One Gateway Plaza, Mail Stop 99-22-5, Los Angeles, CA 90012
 (310) 366-6443 Fax: (213) 922-3080 E-Mail: MidCityWestside@mta.net

Mr. Black:

Thank you for your comment on the Mid-City/Westside DEIS/EIR.

We have logged your comment into the record.

We are scheduled to go before the MTA Board on June 28, 2001. The DEIS and a summary of the comments received will be presented. At that time a locally preferred alternative will be selected.

Sincerely,

Mid-City/Westside Project Team

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

From: MWBLOCK@aol.com [mailto:MWBLOCK@aol.com]

Sent: Sunday, June 10, 2001 8:20 PM

To: MidCityWestside@mta.net; SecondDistrict@bos.co.la.ca.us;

FifthDistrict@bos.co.la.ca.us; don@bos.co.la.ca.us; molina@bos.co.la.ca.us;

zev@bos.co.la.ca.us; Rriordan@mayor.ci.la.ca.us; bernson@c12.ci.la.ca.us;

Jlgaspi@aol.com; jwalden@mayor.lacity.org; fasanajr@pcmagic.net;

froberts@cityoflancafterca.org; BeAPro@aol.com; pam-oconnor@santa-monica.org;

Friends4Expo@aol.com

Subject: Light Rail

MB(1)

Dear MTA Board,

I live in Santa Monica and would be able to use the light rail to get to USC where I teach, to downtown for concerts and the museums.

Please move forward with the light rail down Olympic to downtown.

Mitchell Block

PO Box 10003

Santa Monica, CA 90410

]

MB (1)

From: Mid-City WestSide
Sent: Monday, June 11, 2001 8:42 AM
To: 'MWBLOCK@aol.com'
Subject: RE: Light Rail

COMMENTS
Page 362

MAY 02 2001

SCANNED
IN RMC

4/30/01

251

To David Mieger
Re:Mid-City/Westside Transit Corridor Study

This is my opinion as a person who uses public transportation to get to work from Santa Monica to Hollywood. Currently, I use the S.M.#10 to Downtown then use the Red Line to Hollywood. When I have business in Westwood, I use the Metro#720 to Vermont then the Red Line to Hollywood.

In terms of Exposition, I would not take a bus along the Exposition Corridor. However, I might take a light rail along Exposition if I could travel rapidly between Santa Monica and the Blue Line.

In regards to Wilshire, of course a BRT would be great. However, I think the havoc that construction would cause might prevent the project from occurring. (Just look at the mess on Santa Monica blvd. in West Hollywood.)

On a side note, is there anyway that the #720 could stop on 26th st. in Santa Monica. The distance existing between 14th and Bundy makes it difficult for me to use it from Santa Monica. If the #720 did stop on 26th, I would use it more.

] 1
] 2
] 3

Sincerely,
Ken Blum *Ken Blum*
1443 Yale #6
Santa Monica, CA 90404



LB (1)

COMMENTS

Please use this page to submit your comments about the Draft Environmental Impact Statement/Report (DEIS/EIR) on the Mid-City/Westside Transit Corridor. You may discuss any aspect of the project in which you are interested.

June 12, 2001

I am a resident of the West of Westwood Homeowners Association and I live approximately 7 houses away from the Exposition Right of Way. **I DO NOT SUPPORT ALTERNATIVE 3. I SUPPORT ALTERNATIVE 1.**

Here's why:

- There is a proven ridership on Wilshire. The Wilshire Rapid Bus cannot keep up with the demand.] 2
- The Wilshire Rapid Bus travels through activity centers that service the people of Los Angeles and tourists. Exposition Blvd. does not do that.] 3
- The Expo ROW goes through neighborhoods. The study of the detour on Expo proved that going through Commercial Zones—and not neighborhoods—increases the ridership.] 4
- Until the Expo ROW's detour travels through more commercial than residential areas, it should not be developed.] 5
- The Wilshire Rapid Bus and Expo ROW parallel each other in Santa Monica. If you develop the Expo ROW, Santa Monica will have **two** rapid lines to it and Venice will have none.] 6
- Mitigating the negative impact the Expo ROW would have on residential neighborhoods will be too costly. The money can better be used on Wilshire.] 7

Develop the route that services more people!] 8

(If necessary, please continue your comments on the reverse side of this paper.)

To receive information regarding the Mid-City/Westside Transit Corridor DEIS/EIR, please complete the information below.

Name Lillian Bolke Phone/Fax _____

Address 2553 Kelton Ave.

City/State/Zip Los Angeles, Ca 90064

Mail sheet by Friday, June 15, 2001 to:
 MTA, ATTN: David Mieger, One Gateway Plaza, Mail Stop 89-22-5, Los Angeles, CA 90012
 (310) 368-8443 Fax: (213) 922-3060 E-Mail: MidCityWestside@mta.net

We are scheduled to go before the MTA Board on June 28, 2001. The DEIS and a summary of the comments received will be presented. At that time a locally preferred alternative will be selected.

Sincerely,

Mid-City/Westside Project Team

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

From: carolyn bosil [mailto:carolyn310@hotmail.com]
Sent: Thursday, June 07, 2001 9:39 AM
To: MidCityWestside@mta.net
Cc: ewolkowitz@rdblawcorp.com
Subject: MTS proposal running through East Culver City

CAB(1)

PLEASE stop the MTA proposal for a train route running through East Culver City on National Blvd. EAST CULVER CITY ALWAYS gets dumped on and we won't stand for it this time. Interesting that "upscale Cheviot Hills neighborhood" successfully defeated the same proposal. I would imagine we could have a class action lawsuit down the road based on DISCRIMINATION of those who have versus those who haven't. We have too many children, schools, home depreciation and noise to put up with this proposal.

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PLEASE NOTE THE ENTIRE EAST SIDE NEIGHBORHOOD FEELS THE SAME. FIND SOME OTHER ROUTE.

} 6

SINCERELY, A CULVER CITY TEACHER

Get your FREE download of MSN Explorer at <http://explorer.msn.com>

From: Mid-City WestSide
Sent: Thursday, June 07, 2001 9:52 AM
To: 'carolyn bosil'
Subject: RE: MTS proposal running through East Culver City

Culver City Teacher:

Thank you for your comment on the Mid-City/Westside DEIS/EIR.
We have logged your comment into the record.

From: bobboyd [mailto:bobboyd@ix.netcom.com]
Sent: Monday, June 04, 2001 8:57 PM
To: MidCityWestside@mta.net; SecondDistrict@bos.co.la.ca.us;
FifthDistrict@bos.co.la.ca.us; don@bos.co.la.ca.us;
molina@bos.co.la.ca.us; zev@bos.co.la.ca.us; Rxiordan@mayor.ci.la.ca.us;
bernson@c12.ci.la.ca.us; jlgaspi@aol.com; jwalden@mayor.lacity.org;
fasanajr@pcmagic.net; froberts@cityoflancafterca.org; BeAPro@aol.com;
pam-oconnor@santa-monica.org; friends4expo@aol.com
Subject: approval of Exposition Line

BB (1)

Greetings. As someone who has lived in the Los Angeles area for 55 years, I would like to advocate the approval of the Exposition Line. This would be an important link in the developing transportation system for the area. It would not only serve people going to work but to school and to sporting events. This light rail when approved would serve a densely populated area and relieve much of the congestion from the Harbor and Santa Monica freeways. Please approve this Exposition Line.

Bob Boyd
USC graduate

From: Mid-City WestSide
Sent: Tuesday, June 05, 2001 9:02 AM
To: 'bobboyd'
Subject: RE: approval of Exposition Line

Mr. Boyd:

Thank you for your comment on the Mid-City/Westside DEIS/EIR.
We have logged your comment into the record.

We are scheduled to go before the MTA Board on June 28, 2001. The DEIS and a summary of the comments received will be presented. At that time a locally preferred alternative will be selected.

Sincerely,

Mid-City/Westside Project Team

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

SCANNED
IN RMC

3265 Veteran Avenue
Los Angeles, California 90034-3038

6.27.01

LAB

L.A County MTA
ATTN. David Mieger
1 Gateway Plaza
Mailstop 99 -22 - 5
Los Angeles, California 90012

Dear Mr. Mieger:

Westside Light Rail System

I understand that there is a serious proposition to divert the planned Light Rail System along Venice/Sepulveda Blvds. I support the Exposition Blvd. proposal as it makes good sense to extend an existing resource and utilize its potential.

] 1

The proposed diversion from Venice Blvd. up Sepulveda Blvd makes no sense. In addition, the adjacent residential streets of Westside Village would be turned into a nightmare of speeding vehicles; this will be not only during construction, but also afterwards when motorists try to avoid the bottleneck that Venice/Sepulveda will become if a light rail system is added.

] 2

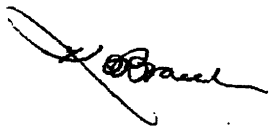
Westside Village has many very elderly residents, some of whom have lived in the area for about forty years or more. The elderly use the quiet streets for valuable exercise as part of their essential overall fitness routine. There are no proper sidewalks and the elderly walk amidst the traffic. This is not a problem because traffic is light - fortunately, for they are not agile enough to hop out of the way of impatient drivers.

Similarly, the quiet streets are a haven for the many children who live in the area and play safely outside their own homes. Although there are no proper sidewalks, this is not a problem because of the very light traffic.

The proposed Venice/Sepulveda Diversion is not only an inefficient use of resources, but also a serious safety issue. It puts the vulnerable, namely the elderly and the young, at risk of serious injury and death. I hope that you will take these vital points into consideration when a final decision is made.

] 3

Sincerely,



Kathleen Brandon (Mrs.)



COMMENTS

Please use this page to submit your comments about the Draft Environmental Impact Statement/Report (DEIS/EIR) on the Mid-City/Westside Transit Corridor. You may discuss any aspect of the project in which you are interested.

I am a resident of the West of Westwood HOA and I support Alt. 1.] 1

Buses are more flexible. Rail is fixed. Buses can deviate from the line to avoid sensitive areas such as schools and homes rail cannot.] 2

There is a proven ridership on Wilshire. The Wilshire Rapid Bus can not keep up with the demand.] 3

It travels through activity centers that service the people of Los Angeles and tourist.] 4

Exposition Blvd. does not do that.

The Expo ROW goes through neighborhoods. The detour on Expo proved that going through Commercial Zones and not neighborhoods increases the ridership.] 5

Until Expo ROW's detour travels through more commercial than residential areas it should not be developed.] 6

The Wilshire Rapid Bus and Expo ROW parallel each other in Santa Monica. If you develop Expo ROW Santa Monica will have **two** rapid lines to it and Venice none.] 7

Mitigating the negative impact Expo ROW will have on residential neighborhoods will be too costly. Money can better be used on Wilshire.] 8

Develop the route that services more people.] 9

(If necessary, please continue your comments on the reverse side of this paper.)

To receive information regarding the Mid-City/Westside Transit Corridor DEIS/EIR, please complete the information below.

Name MARVIN R. BRESLAUER Phone/Fax (310) 470-0108
 Address 10941 AYRES AVE.
 City/State/Zip LOS ANGELES, CA 90064

* Mail sheet by Friday, June 15, 2001 to: *
 MTA, ATTN: David Meger, One Gateway Plaza, Mail Stop 99-22-5, Los Angeles, CA 90012
 (310) 366-6443 Fax: (213) 922-3060 E-Mail: MidCityWestside@mta.net



COMMENTS

Please use this page to submit your comments about the Draft Environmental Impact Statement/Report (DEIS/EIR) on the Mid-City/Westside Transit Corridor. You may discuss any aspect of the project in which you are interested.

I support Alt. 1]

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Mitigating the negative impact Expo ROW will have on residential neighborhoods will be too costly. Money can better be used on Wilshire.] 7

Develop the route that services more people.] 8

(If necessary, please continue your comments on the reverse side of this paper.)

To receive information regarding the Mid-City/Westside Transit Corridor DEIS/EIR, please complete the information below.

Name Arlianda Brook Phone/Fax 310/8368405
 Address 3857 Goldwyn Ter
 City/State/Zip Los Angeles CA 90064

Mail sheet by Friday, June 15, 2001 to:

MTA, ATTN: David Mieger, One Gateway Plaza, Mail Stop 99-22-5, Los Angeles, CA 90012
 (310) 366-6443 Fax: (213) 922-3060 E-Mail: MidCityWestside@mta.net

Thank you for your comment on the Mid-City/Westside DEIS/EIR.

We have logged your comment into the record.

We are scheduled to go before the MTA Board on June 28, 2001. The DEIS and a summary of the comments received will be presented. At that time a locally preferred alternative will be selected.

Sincerely,

Mid-City/Westside Project Team

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

From: Bill Brooks @ Home [mailto:hanbrook@pacbell.net]
Sent: Sunday, June 10, 2001 7:22 PM
To: MidCityWestside@mta.net; SecondDistrict@bos.co.la.ca.us;
FifthDistrict@bos.co.la.ca.us; don@bos.co.la.ca.us;
molina@bos.co.la.ca.us; zev@bos.co.la.ca.us; Rriordan@mayor.ci.la.ca.us;
bernson@c12.ci.la.ca.us; jlgaspi@aol.com; jwalden@mayor.lacity.org;
fasanajr@pcmagic.net; froberts@cityoflancaster.ca.org; BeAPro@aol.com;
pam-oconnor@santa-monica.org; friends4expo@aol.com
Subject: Dedicated Bus Lane Along Wilshire Blvd/Miracle Mile

WB(1)

Dear MTA Board Members:

As a homeowner in the Miracle Mile part of Wilshire Blvd, we are very concerned about the prospect of a dedicated bus lane in the neighborhood.

The neighborhood has been advised that the new, landscaped and illuminated medians along Wilshire would need to be removed to accommodate the dedicated bus lane. Reproductions of the Miracle Mile neon signs have also been installed to identify this historic area.

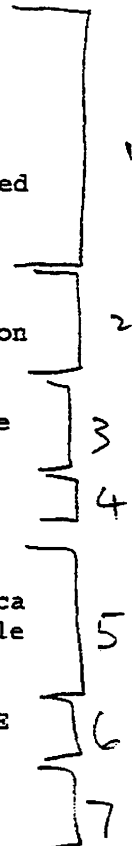
In light of the \$800k dollars spent to build, landscape and light these beautiful medians as well as the incredibly positive impact they have had on area redevelopment, it seems fool hardy to rip them out for bus lanes. Additionally, we understand that the dedicated lane will only run to San Vicente Blvd as the city of Beverly Hills will not allow the dedicated lane to run through their community. This, too, seems to be a poor solution. Dedicated bus lanes will do significant harm to the beauty and the redevelopment of this historic art deco neighborhood.

We are fully supportive of light rail and subway projects and were very sorry to see the Wilshire portion of the Red Line stop short of Santa Monica or at least San Vicente Blvd. However, destroying the beauty of the Miracle Mile and its landscaped medians for busses is something we cannot support.

PLEASE- DO NOT IMPLEMENT A SHORT DISTANCE DEDICATED BUS LANE IN THE MIRACLE MILE SECTION OF WILSHIRE BLVD.

Thank you for your support and assistance in finding alternative transportation solutions for Wilshire Blvd in the Miracle Mile.

Sincerely,



WBC(1)

From: Mid-City WestSide
Sent: Monday, June 11, 2001 8:40 AM
To: 'Bill Brooks @ Home'
Subject: RE: Dedicated Bus Lane Along Wilshire Blvd/Miracle Mile

Mr. Brooks & Mr. Hansen:

JUN 15 2001
SCANNED
IN RMC

MAILED

3670 Glendon Ave. #222
Los Angeles, CA 90034
June 12, 2001

Mr. David Mieger, Project Manager
Metropolitan Transportation Authority
One Gateway Plaza
Mail Stop 99-22-5
Los Angeles, CA 90012

Dear Mr. Mieger,

I appreciate the opportunity to comment on the proposed Mid-City/Westside Corridor Study currently underway. I live in Palms approximately 1/4 mile from Venice Boulevard, the proposed alignment of the Exposition corridor alternatives. I wish to provide input on both the Wilshire and Exposition alternatives.

Exposition Alternatives

I am one who sees the alignment as the primary flaw of these alternatives. An enhanced transit service, such as BRT or LRT should be applied in an area where transit ridership is already high and overcrowding and congestion are prevalent. This is the situation along Wilshire Boulevard, but not along the Exposition/Jefferson corridor. The 38 bus does not have the ridership that would support an enhanced transit service, and Exposition has a very low-ridership bus line (102).

The EIR does not adequately address the elimination of travel lanes on Venice Boulevard through its most congested segment. It is implied in the document that the removal of one lane in each direction is simply an unavoidable and necessary part of the project almost regardless of the traffic impacts that would occur. The intersection of the LRT/BRT at Venice and Robertson must be grade-separated. This is one of the most congested intersections in the area, and adding another signal phase will only make traffic worse. If a project were to be built along Venice between Sepulveda and Robertson, which is the segment with the highest traffic volume, then measures such as widening the street and/or removing on-street parking should be employed. It is unrealistic at best to think that a significant number of cars will be taken off Venice due to the new transit system. Venice and the BRT/LRT alignment serve completely different travel pattern needs.

Where the BRT/LRT is in its own right-of-way, the system should be grade-separated at major intersections, including Crenshaw, La Brea, La Cienega, Venice/Robertson, Venice/Sepulveda, Sawtelle, Barrington, Bundy, and Cloverfield/26th Street. Along the at-grade segments where the LRT/BRT is in the median, all current median openings

with high cross-traffic or turn volumes should be maintained and signalized. This includes signalizing the intersections of Venice/Glendon and Venice/Military.

I did not see any indication in the EIR document that bicyclist impacts were taken into account. I am particularly concerned about the Venice bike lanes. Will they remain as they are today or will there be modifications or sections eliminated? I don't know from reading the executive summary of the document. The issue was simply not addressed. Even if there are no impacts, this should be stated. And, if a bike path is to be built along the Exposition segment, are there any impacts at intersections that need to be take into account?

4

Instead of advocating one alternative or another, I would suggest that a new Rapid bus line be implemented along Venice Boulevard with special treatments in areas with severe congestion during peak periods. The 33 and 333 carry far more passengers than the 38 and 102, and the Venice buses serve regional transit needs already. In the section between Bagley and Fairfax, there should be a consideration of widening the curb lane and providing for a peak hour bus only lane shared with or next to the bike lane. The feasibility of this should be studied to provide faster bus service through the most congested part of Venice Boulevard during peak periods. The new 733 would also mitigate the recent loss of the 436 express service.

5

Wilshire

Although I generally support an exclusive treatment for buses along Wilshire, the issues of parking and left turn movements are very important and are very difficult to mitigate in a high-rent, high-traffic corridor. If a BRT project were built along Wilshire, it should be in the curb lane. However, it appears that the curb lane is too narrow to adequately provide the space for a bus without the bus encroaching into the number 2 lane along many segments. Buses already encroach on the next lane in their current operation through Wilshire Center and the Miracle Mile District.

6

In order to build political support for an enhanced transit service, such as BRT, it is probably a better approach to begin incrementally. The first step should be to have an exclusive bus lane during peak hours (6-9am and 3-7pm). This would have a minimal impact because parking is already prohibited during peak periods east of the Beverly Hills Triangle.

7

Wilshire Boulevard has two major choke points where a reduction in traffic capacity would have a very significant impact. These are between Comstock and Santa Monica and between Federal and Sepulveda. Special attention should be paid in areas like these where there are no reasonable alternatives to the Boulevard and where traffic congestion is already severe during many parts of the day.

8

Federal Funding Issue

As I understand it, there is a balance of federal funding earmarked for the cancelled subway extensions that could be used on other fixed-guideway projects, such as those discussed in the EIR document. If "fixed-guideway" funds are not only to be used for HRT, LRT, or BRT, then these hundreds of millions of dollars might be better used for an expanded Rapid Bus program that could provide the benefits of a rapid bus service to dozens more bus lines in the MTA's network, such as along Santa Monica, Pico, Venice, Crenshaw, Fairfax, Western, Vermont, and many others. The capital improvements associated with the rapid bus program could be paid for with federal funds, and rapid bus service could even be improved beyond what has already been proven successful along Wilshire and Whittier Boulevards.

9

Final Comments

In short, I can't endorse any of the alternatives as presented. I would like to see a more incremental approach to the Wilshire BRT concept so that it can have the greatest potential to gain popular support, which it may not have at this time. The Exposition corridor will not serve the greatest number of riders because there is no significant transit service in that corridor currently. The MTA shouldn't build a rail line or BRT system simply because it has the right-of-way to do it if the right-of-way is in the wrong place. However, if an enhanced transit system were to be built there, it should be an LRT system in order to connect to the Blue Line in Downtown Los Angeles.

10
11

The MTA has to recognize that although at the margin a small number of people will switch from using their cars in order to use an enhanced transit system, the vast majority of the future passengers of rail or BRT will be current bus riders. This stated, it is important to make sure that the MTA provides the best possible transit service to those people who rely on it day in and day out in Los Angeles. This doesn't mean building an enhanced transit system where there are no current transit riders to support it. It also means making sure that the benefits of the 720's through-Downtown service remains in place to eliminate the need for people to transfer once or twice when going through Downtown Los Angeles.

12

One final comment is in regard to the cancelled Red Line extension. I would support a future Red Line extension to Wilshire/Federal and further to 4th and Colorado in Santa Monica. The alignment should be along Wilshire Boulevard, San Vicente to Cedars Sinai/Beverly Center, 3rd Street or Burton Way, and Santa Monica to Century City. This routing would provide service to a major activity center near Beverly and San Vicente and would bypass part of Beverly Hills along Wilshire. This routing would minimize local opposition in Beverly Hills and reduce station land acquisition costs along Wilshire through that city.

13

I appreciate the opportunity to comment on the Mid-City/Westside Transit Corridor Study, and I hope that my input has an impact on the outcome of this project and the future of transit planning in Los Angeles. Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read 'Mark Brown', with a stylized, cursive flourish extending to the right.

Mark Brown
Transportation Planner

MAR 22

3670 Glendon Ave. #222
Los Angeles, CA 90034
June 14, 2001

Mr. David Mieger, Project Manager
Metropolitan Transportation Authority
One Gateway Plaza
Mail Stop 99-22-5
Los Angeles, CA 90012

Dear Mr. Mieger,

I had submitted comments on the Mid-City/Westside Transit Corridor EIR previously, but I neglected to mention two suggested alignment changes on the Exposition LRT option that could be made to the current alignment.

I understand that the Venice/Sepulveda alignment detour was implemented due to the concerns of neighbors in Cheviot Hills. Instead of impacting Venice and Sepulveda Boulevards (especially the narrow segment of Sepulveda between Exposition and I-10), two different alignment alternatives should be studied. Both involve $\frac{3}{4}$ to 2 miles of LRT subway through Palms and Rancho Park.

The first option is to have the alignment continue west of Robertson along the rail right-of-way and have a subway segment between Motor and Overland. Beyond Overland, the alignment could be above ground. This short subway segment would minimally impact the Cheviot Hills community and would be approximately $\frac{3}{4}$ to 1 mile in length. It is probable that a two-tracked rail system could not physically fit under the I-10 Palms overhead bridge at-grade in any event.

The other option is to go into subway at Motor and proceed under Overland and then west on Pico, where a station could be located at Pico and Westwood Boulevards. The alignment could then go west on Pico and rejoin the current alignment in the vicinity of Sepulveda. This second option would provide convenient access to the Rancho Park retail district as well as the Westside Pavilion shopping mall. It would also provide convenient transfer options for those connecting to the Big Blue Bus to UCLA. Pico and Westwood is a major transfer point. This option would require approximately 2 miles of subway and one underground station. The cost of this option should be comparable to the Eastside Corridor's subway segment.

I would strongly encourage the MTA to study these two options in order to provide the most direct transit line that impacts traffic (on Venice and Sepulveda) and neighborhoods (Cheviot Hills) the least. I would advocate the Pico/Westwood option because it would provide service to a major destination in Rancho Park and connect to several bus lines.

With both of these options, I would add an at-grade station near the intersection of National, Palms, and Exposition Boulevards that would serve the Palms community. A new permanent transit system should serve the most logical destinations and proceed along the most logical route without bypassing important service areas, such as the Rancho Park retail district.

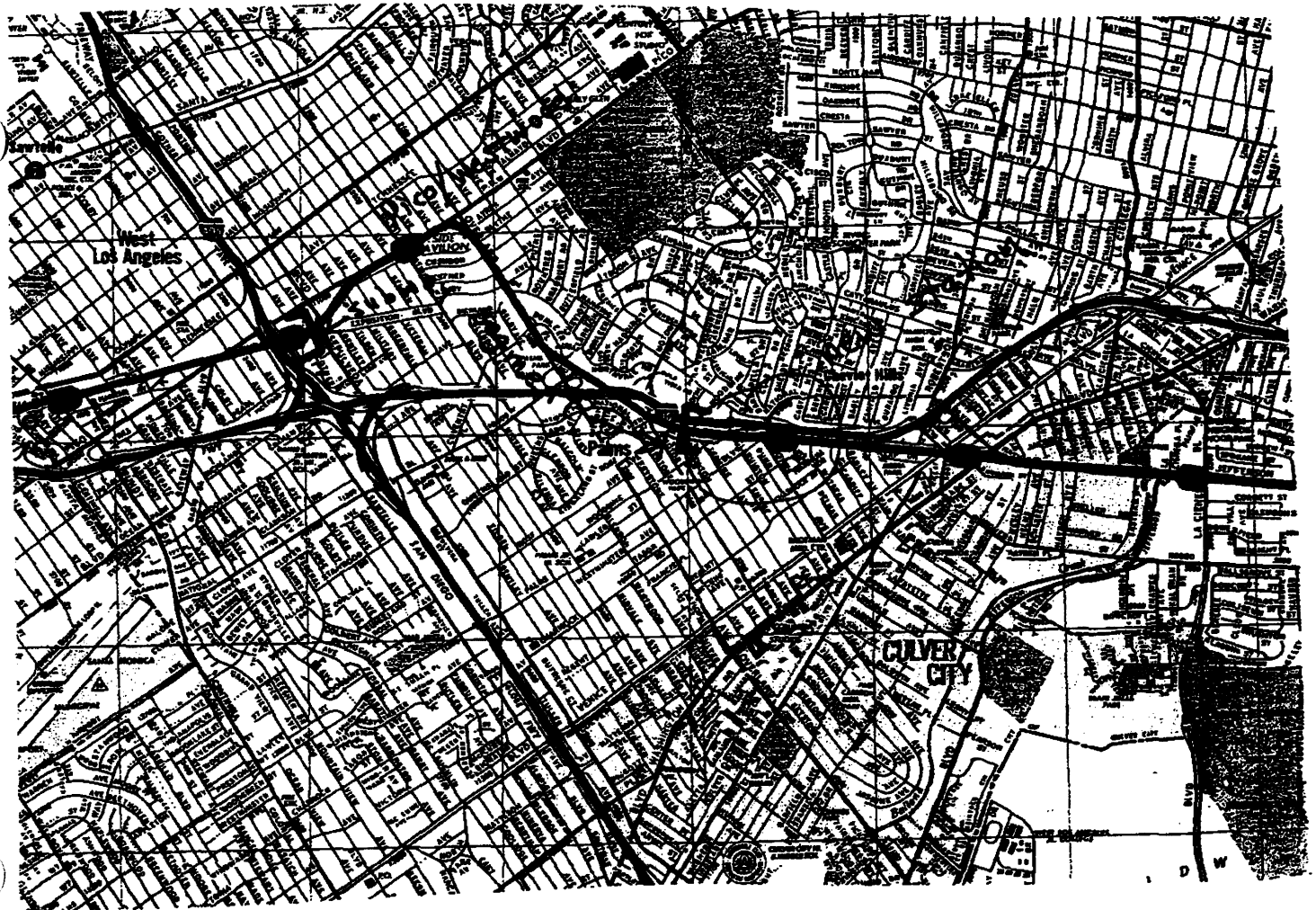
3

Once again, I appreciate the opportunity to comment on the Mid-City/Westside Transit Corridor Study, and I hope that my input has an impact on the outcome of this project and the future of transit planning in Los Angeles. Thank you.

Sincerely,



Mark Brown
Transportation Planner





KUCI

COMMENTS

Please use this page to submit your comments about the Draft Environmental Impact Statement/Report (DEIS/EIR) on the Mid-City/Westside Transit Corridor. You may discuss any aspect of the project in which you are interested.

Dear Sirs or madams,

may 2001

my husband and myself live on exposition blvd in WLA, right where your proposed parking lot would be located. The benefits of a parking lot in a residential area escapes us. Who is to be using this lot and why would it require 24hr 7day access? The only people needing late night, early morning hours are usually up to no good. Not to mention an open lot is an invitation to dump.

we are aware that our neighborhood borders light industry, however we need to keep things in perspective. We do not support any of the proposed measures be it a parking lot, light rail, heavy rail, w ever. The traffic that runs thru the neighborhood now is constant, geraw and loud, coupled with the SM airport air traffic, this is all very frustrating.

I know it'll never be a bedroom community but it doesn't need to be a park and ride either. The homes in the neighborhood are being improved. we did major reconstruction when we purchased, I'd like to think our choice in location wasn't a poor one.

Thank you
 Colleen Bruni

(If necessary, please continue your comments on the reverse side of this paper.)

To receive information regarding the Mid-City/Westside Transit Corridor DEIS/EIR, please complete the information below.

Name Robert E. Colleen Bruni Phone/Fax _____

Address 11010 Exposition Blvd

City/State/Zip WLA California 90004

From: Mid-City WestSide
Sent: Tuesday, June 19, 2001 10:23 AM
To: 'Jeanbush@aol.com'
Subject: RE: Mid-City Westside Transit Corridor comments

Mr. Bushell:

Thank you for your comment on the Mid-City/Westside DEIS/EIR.

We have logged your comment into the record.

We are scheduled to go before the MTA Board on June 28, 2001. The DEIS and a summary of the comments received will be presented. At that time a locally preferred alternative will be selected.

Sincerely,

Mid-City/Westside Project Team

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

From: Jeanbush@aol.com [mailto:Jeanbush@aol.com]
Sent: Wednesday, June 13, 2001 9:26 PM
To: midcitywestside@mta.net
Subject: Mid-City Westside Transit Corridor comments

JBU(1)

David,

Attached is my comment letter on the above.

Jean Bushnell

June 11, 2001

As a thirty-three year resident of Westwood I realize the need for more transportation options for the city of Los Angeles.

The Mid-City/Westside Transit Corridor plan as it now stands is fraught with problems. The idea to remove traffic lanes to provide dedicated bus lanes will not solve the city's transportation problems. It will create more traffic problems in general and more traffic for neighborhoods surrounding Wilshire while allowing a comparatively small number of bus riders (who do not live in the area and therefore do not have to put up with the mess left over after this plan is enacted) to ride to employment, schools, etc. 1

The Metro Rapid bus system on Wilshire is a great success with minimal intrusion into the traffic patterns or traffic overflow into the neighborhoods. Before letting the horse out of the barn, so to speak, let's make sure it's harnessed properly to the carriage it's meant to pull. Once the decision has been implemented to dedicate bus lanes it will be very expensive to repair the damage done. I suggest that the MTA proceed by steps before spending a large portion of their budget on a proposal that is not ultimately workable. I recommend that MTA add more Metro Rapid buses to major streets: Sunset, Wilshire, Santa Monica, Olympic and Pico as well as cross streets such as Beverly Glen, Westwood, Veteran, Sepulveda, etc. 2

If these new buses do not have the desired effect of people moving, my recommendation is to build a transit system on Exposition Blvd. with additional buses from the major stops to carry commuters to their final destinations. 3

Sincerely,

Jean Bushnell
10348 Eastborne Ave.
Los Angeles, CA 90024

JUN 15 2001

June 11, 2001 OCA(2)

Metropolitan Transportation Authority
(Traffic)
Gentlemen,

I, David L Caldwell, Jr.,
firmly approve of the Exposition
Light Rail Transit Line
on Exposition Boulevard.]

I have lived at this
residence over 50 years
about a block from Exposition
Blvd. It would be a great help
to the community. God Bless!

David L Caldwell, Jr.,
3816 So. Hobart Blvd
Los Angeles, Ca 90062-1153
Phone: (323) 731-3629



KCAGS

COMMENTS

Please use this page to submit your comments about the Draft Environmental Impact Statement/Report (DEIS/EIR) on the Mid-City/Westside Transit Corridor. You may discuss any aspect of the project in which you are interested.

I am a resident of the West of Westwood HOA and I support Alt. 1.] 1

Buses are more flexible. Rail is fixed. Buses can deviate from the line to avoid sensitive areas such as schools and homes rail cannot.] 2

There is a proven ridership on Wilshire. The Wilshire Rapid Bus can not keep up with the demand.] 3

It travels through activity centers that service the people of Los Angeles and tourist.] 4

Exposition Blvd. does not do that.

The Expo ROW goes through neighborhoods. The detour on Expo proved that going through Commercial Zones and not neighborhoods increases the ridership.] 5

Until Expo ROW's detour travels through more commercial than residential areas it should not be developed.] 6

The Wilshire Rapid Bus and Expo ROW parallel each other in Santa Monica. If you develop Expo ROW Santa Monica will have **two** rapid lines to it and Venice none.] 7

Mitigating the negative impact Expo ROW will have on residential neighborhoods will be too costly. Money can better be used on Wilshire.] 8

Develop the route that services more people.] 9

(If necessary, please continue your comments on the reverse side of this paper.)

To receive information regarding the Mid-City/Westside Transit Corridor DEIS/EIR, please complete the information below.

Name Kent Campfield Phone/Fax 310 475-1187
 Address 2555 Veteran ave
 City/State/Zip LA CA 90064

Mail sheet by Friday, June 15, 2001 to:
 MTA, ATTN: David Meger, One Gateway Plaza, Mail Stop 99-22-5, Los Angeles, CA 90012
 (310) 386-6443 Fax: (213) 922-3060 E-Mail: MidCityWestside@mta.net

NC(1)

Nicole Cannon
1434 25th Street #4
Santa Monica, CA 90404

David Mieger, Project Manager
MTA Mid-City/Westside Transit Corridor Study
One Gateway Plaza, Mailstop 99-22-5
Los Angeles, CA 90012

June 13, 2001

Dear Mr. Mieger,

I am writing in regards to the MTA's proposed Mid-City/Westside Transit Corridor Study. The MTA's proposed project will impact me directly because Marmol Radziner + Associates, my place of work, is located at Olympic and Stewart, about 100 feet from the proposed Exposition Light Rail Transit (LRT) line. 1

Having a light rail or efficient public transit would greatly benefit me and many of my co-workers. As it is increasingly expensive to live near my work, an efficient system would make affordable housing much more available to me and eliminate the difficulty of locating parking near my work once I get there. As more businesses have moved to this area, parking has become scarcer, and residents of the surrounding residential neighborhoods have become increasingly resentful of employees parking on their streets. It would also make it easier for me to have access to the new resources downtown, such as Sci-Arc, MOCA, and Disney Hall. 2

I am wholeheartedly in favor of the light rail option for Exposition. I am concerned, however, that the MTA's proposal links this option with a scheme for a designated Bus Rapid Transit (BRT) down Wilshire Boulevard. A busway is probably inappropriate for Wilshire and definitely unpopular with drivers, business owners, and residents. At a recent public hearing on the subject, almost all speakers supported a light rail line for Exposition, but the Wilshire busway received only opposition and derision. It makes no sense to link these two schemes because public opposition to the Wilshire BRT will derail the entire project. The Light Rail option for Exposition Corridor would be better than the bus option because it would have less of an environmental impact, would produce less noise, and could carry more riders. 3

For me to use the use the LRT I would want the following:

1. *Ample parking at LRT stops.*
 2. *Bicycle storage on the trains at all times, not just during off-hours.*
 3. *Increased North-South bus routes from LRT stops*
 4. *Late hours - A rail line that runs all night would give me a safe way to get home after drinking.*
 5. *The promotion of land use and development that takes advantage of the rail line so that many retail, educational, entertainment, etc. services can be reached by the LRT*
- 4

I believe that a light rail down Exposition would also have many benefits for the Los Angeles area. One of the largest deterrents for people who are considering living and working in Los Angeles is the extreme difficulty in moving around the region easily and efficiently. I believe that any method of reducing the time and frustration that Angelenos face on a daily basis, traveling within their own city must be encouraged.

5

The Exposition Line would serve both more affluent and less affluent communities because it is to pass through parts of the region as different as Santa Monica and Crenshaw. Although I support the Exposition proposal as it stands, I do think that the detour around Cheviot Hills sets the bad precedent of the MTA being coerced by a small group with narrowly defined and misguided interests.

6

In conclusion, I want to express my support for the Exposition light rail proposal. It is one part of a public transit system that Los Angeles badly needs. Angelenos want not only more public transportation but also better public transportation, in the form of a public transit system that is appropriate for the size and diversity of the metropolis.

7

Sincerely,



Nicole Cannon



ALC(1)

COMMENTS

Please use this page to submit your comments about the Draft Environmental Impact Statement/Report (DEIS/EIR) on the Mid-City/Westside Transit Corridor. You may discuss any aspect of the project in which you are interested.

The residents of the Miracle Mile are opposed to any transit on Wilshire that negatively impacts on our neighborhood. The BRT will result in elimination of left turn lanes, street parking and the medians we fought so hard to get. The public relations that are being circulated claim it will run from downtown to the beach. Since Beverly Hills & Santa Monica have said they will not allow the BRT into their venues it will dead end at San Vicente and only serve to waste a lot of money on defacing Wilshire to no purpose. Exposition Blvd. wants it, that's where it should go. Eighth Street in the Miracle Mile is already becoming a dangerous & accident ridden street. Diverting traffic off Wilshire & onto Eighth will create a hazard in our neighborhood. Alice S Cassidy, Martin Cassidy, Barbara Coffin, Fred Coffin

1
2
3
4

Added
Comment
#4
re-processed

(If necessary, please continue your comments on the reverse side of this paper.)

To receive information regarding the Mid-City/Westside Transit Corridor DEIS/EIR, please complete the information below.

Name _____ Phone/Fax _____

Address _____

City/State/Zip _____

Mail sheet by Friday, June 15, 2001 to:
MTA, ATTN: David Mieger, One Gateway Plaza, Mail Stop 99-22-5, Los Angeles, CA 90012
(310) 366-6443 Fax: (213) 922-3060 E-Mail: MidCityWestside@mta.net



COMMENTS

Please use this page to submit your comments about the Draft Environmental Impact Statement/Report (DEIS/EIR) on the Mid-City/Westside Transit Corridor. You may discuss any aspect of the project in which you are interested.

I am a resident of the West of Westwood HOA and I support Alt. 1.] 1

Buses are more flexible. Rail is fixed. Buses can deviate from the line to avoid sensitive areas such as schools and homes rail cannot.] 2

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It travels through activity centers that service the people of Los Angeles and tourist.] 4

Exposition Blvd. does not do that.

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Develop the route that services more people.] 9

(If necessary, please continue your comments on the reverse side of this paper.)

To receive information regarding the Mid-City/Westside Transit Corridor DEIS/EIR, please complete the information below.

Name Julie Cerny Phone/Fax 310 475 3592
 Address 2547 Kelton Ave
 City/State/Zip LA CA 90064

* Mail sheet by Friday, June 15, 2001 to: *
 MTA, ATTN: David Mieger, One Gateway Plaza, Mail Stop 99-22-5, Los Angeles, CA 90012
 (310) 366-6443 Fax: (213) 922-3060 E-Mail: MidCityWestside@mta.net



COMMENTS

Please use this page to submit your comments about the Draft Environmental Impact Statement/Report (DEIS/EIR) on the Mid-City/Westside Transit Corridor. You may discuss any aspect of the project in which you are interested.

I am a resident of the West of Westwood HOA and I support Alt. 1.

Buses are more flexible. Rail is fixed. Buses can deviate from the line to avoid sensitive areas such as schools and homes rail cannot.

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Mitigating the negative impact Expo ROW will have on residential neighborhoods will be too costly. Money can better be used on Wilshire.

Develop the route that services more people.

Jeff Chang Linda Chang 6/13/01

(If necessary, please continue your comments on the reverse side of this paper.)

To receive information regarding the Mid-City/Westside Transit Corridor DEIS/EIR, please complete the information below.

Name: JEFF + LINDA CHANG Phone/Fax: 310 470 1903
 Address: 10970 AYRES AVE.
 City/State/Zip: LA, CA 90064

* Mail sheet by Friday, June 15, 2001 to: *

MTA, ATTN: David Meier, One Gateway Plaza, Mail Stop 99-22-5, Los Angeles, CA 90012
 (310) 366-6443 Fax: (213) 922-3060 E-Mail: MidCityWestside@mta.net

May 16, 2001

Mr. & Mrs. Stuart Chapin
10729 Westminster Avenue
Los Angeles, CA 90034

Dear Mr. & Mrs. Chapin:

Thank you for taking the time to share your concerns regarding the Mid-City/
Westside Transit Corridor Draft Environmental Impact Statement and the San
Fernando Valley Transit Corridor Draft Environmental Impact Statement.

Your letter is being forwarded to the Project Manager below who welcomes
your input:

Mr. David L. Mieger, AICP
Project Manager, Rail & Busway Development
LACMTA
One Gateway Plaza, MS 99-22-5
Los Angeles, CA 90012-2932
Phone: (213) 922-3040
Fax: (213) 922-3060
e-mail: miegerd@mta.net

Again, thank you for taking the time to share your views.

Sincerely,

Original Signed By

Tom Home
Customer Relations Manager

c: The Honorable Richard Riordan
Attn: Maria Bouchereau

TH:cea

✓ bc: D. Mieger

CR-05-0126-CR

Stuart and Vanessa Chapin
10729 Westminster Avenue
Los Angeles, CA 90034
Telephone (310) 815 9700
Facsimile (310) 815 9820
E-mail: TheRapids@aol.com

SC

April 22, 2001

Major Richard Riordan
Office of the Major
200 North Main Street, Suite 800
Los Angeles, CA 90012

Dear Major Riordan:

I would like to add my support for the proposed Exposition train route. I live in Palms and have two small children, and thrill at the thought that they might be able to ride the train to the beach when they are teenagers! It would also help reduce the amount of traffic in the area. Los Angeles desperately needs more reliable public transport. Please make this route a reality.] 1

Kind Regards,



Stuart and Vanessa Chapin

interested



LOS ANGELES, CALIFORNIA 90012
(213) 847-2489

OFFICE OF THE MAYOR

RICHARD J. RIORDAN
MAYOR

May 4, 2001

Stuart & Vanessa Chapin
10729 Westminster Ave.
Los Angeles, CA 90034

**CR -05-0126-CR
METRO RAIL**

Dear Mr. & Mrs. Chapin:

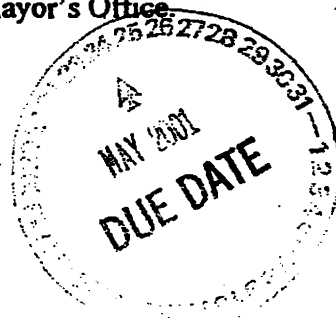
Thank you for your letter to the City of Los Angeles Mayor's Office regarding the Exposition train route. Among the top priorities of Mayor Richard Riordan's Administration is to make Los Angeles a better place to work and live. To attain these goals, government must be accountable to the public that it serves. With this in mind, I have forwarded your letter to the Metropolitan Transportation Authority. If you have any further questions or comments, please contact them at:

MTA
1 Gateway Plaza
Los Angeles, CA 90012
(213) 922-7015

Thank you again for contacting the Mayor's Office

Sincerely,

Maria Bouchereau
Constituent Services
Office of the Mayor



FCI

COMMENTS

Please use this page to submit your comments about the Draft Environmental Impact Statement/Report (DEIS/EIR) on the Mid-City/Westside Transit Corridor. You may discuss any aspect of the project in which you are interested.

My name is Phil Chavez. I live at 11924 Exposition, Los Angeles. I oppose the light rail or busway going through my neighborhood, especially by residential neighborhoods like mine. I used to live in Long Beach in the late 1980s. At first the neighborhood was somewhat marginal. After the blueline was built, the neighborhood went south in a hurry. People from impoverished areas such as Compton and South Central started coming there at all hours of the day. They didn't come to work in the area. Soon they became my neighbors. I started hearing frequent gunfire in the night. As a result, I left the area. I heard that property owners adjacent to the blueline lost 40% of their property value. I hope the MTA properly compensates the homeowners for the loss of property value that results from the Exposition corridor.

] 1
] 2

(If necessary, please continue your comments on the reverse side of this paper.)

To receive information regarding the Mid-City/Westside Transit Corridor DEIS/EIR, please complete the information below.

Name _____ Phone/Fax _____

Address _____

City/State/Zip _____

Robert G. and Margrit Cheeseboro
3525 South Bronson Avenue
Los Angeles, CA 90018-3636
cell 818-203-6348

RC 76)

June 1, 2001

Supervisor Yvonne Brathwaite Burke
Chair, Metropolitan Transit Authority
Kenneth Hahn Hall of Administration
500 West Temple Street
Los Angeles, CA 90012

Dear Yvonne,

Margrit and I know of your strong support over the years for building a comprehensive, integrated, and multimodal transit system in the Los Angeles area. Also, you have championed access to the LACMTA System for all the residents of the region, especially those of us living in the dense inner areas of Los Angeles.

We are asking for your support of the Exposition Light Rail Project, connecting the existing Light Rail and Subway lines through our areas to the coast in Santa Monica. The Exposition Line, which will be built on the existing LACMTA-owned right-of-way, will provide public transit to the many pedestrian-heavy venues along the route. Among the largest is the Staples center, Convention Center, USC, Exposition Park (including the Natural History Museum, Science Center, African American Museum, Coliseum), and the dramatic new 5000-seat West Angeles Cathedral at Crenshaw and Exposition Boulevards.

We have joined with the Friends 4 Expo Transit to encourage the building of the Exposition Light Rail line. The tremendous excitement generated in the hearings held by LACMTA convinces us that this Project will be enormously beneficial and successful.

Because we have lived in the Crenshaw Community (within 2 blocks of the Crenshaw-Exposition stop) for the last 35 years, we know personally of the need for this Line. We have watched the build-out of the System over the years; and now is our opportunity to share in the access to the System.

Thank you for supporting the Exposition Light Rail Project.

Sincerely,
Robert G. and Margrit Cheeseboro

Bob Cheeseboro
Margrit Cheeseboro

Copy: MTA Board Members
Friends 4 Expo Transit
Anna Soto, Deputy, Second District



LOS ANGELES, CALIFORNIA 90012
(213) 447-2449

OFFICE OF THE MAYOR

RICHARD J. RIORDAN
MAYOR

June 8, 2001

Robert G. and Margrit Cheeseboro
3525 S. Bronson Avenue
Los Angeles, CA 90018

Dear Mr. & Mrs. Cheesenboro:

Thank you for your letter to the City of Los Angeles Mayor's Office regarding the Exposition Line. Among the top priorities of Mayor Richard Riordan's Administration is to make Los Angeles a better place to work and live. To attain these goals, government must be accountable to the public that it serves. With this in mind, I have forwarded your letter to the Metropolitan Transportation Authority. If you have any further questions or comments, please contact them at:

MTA
1 Gateway Plaza
Los Angeles, CA 90012
(213) 922-7015

Thank you again for contacting the Mayor's Office.

Sincerely,

Maria Bouchereau
Constituent Services
Office of the Mayor

To: MidCityWestside@mta.net; SecondDistrict@bos.co.la.ca.us;
FifthDistrict@bos.co.la.ca.us; don@bos.co.la.ca.us;
molina@bos.co.la.ca.us; zev@bos.co.la.ca.us; Rriordan@mayor.ci.la.ca.us;
bernson@c12.ci.la.ca.us; jlgaspi@aol.com; jwalden@mayor.lacity.org;
fasanajr@pcmagic.net; froberts@cityoflancasterca.org; BeAPro@aol.com;
pam-oconnor@santa-monica.org; friends4expo@aol.com
Subject: Exposition Right of Way

DC (1)

Given the tremendous increase in traffic congestion in the Los Angeles region in recent years and the inadequacy of existing streets and freeways to handle this ever increasing vehicle population, I want to encourage you to support the development of a regional public transportation system. Specifically, I would urge you to support the establishment of a light rail system along the Exposition Right of Way.

1

The advantage of using the Exposition Right of Way is that the land has already been acquired and that there is no need to destroy homes or uproot families to build this system. In addition, given the fact that millions of tax dollars were spent to acquire this right of way from Southern Pacific for public transportation, to not use the land for this purpose would be wrong and a waste of taxpayer money.

2

A light rail system would be faster, cleaner, and would have a greater capacity than a bus system. Such a system would reduce traffic congestion and air pollution and provide people who live on the westside with a link to downtown and the emerging regional transportation network (i.e. the Blue Line and the Red Line) that has developed throughout the Los Angeles region.

3

As I talk to my friends and neighbors, it is clear to me that a consensus is emerging in favor of a light rail system along the Exposition Right of Way. Just last night, I attended a Culver City City Council meeting in which Expo was discussed. From the discussion, it was evident that a majority of the Council supports, in principle, the concept of a light rail system. It was equally evident that the overwhelming majority of speakers who addressed this issue also support light rail.

4

I am convinced that the vast majority of people in Culver City, Santa Monica, and Los Angeles who live near Expo support light rail. Please do not allow a small, shrill minority to convince you otherwise.

5

I urge you to say no to gridlock and yes to a better quality of life for the people of this region. Say yes to reducing traffic congestion and air pollution, to economic development, and to greater worker productivity and reduced stress levels. Say yes to light rail for the Exposition Right of Way.

6

always prevail over common sense
From: Salazar, Mariana
Sent: Thursday, May 31, 2001 4:50 PM
To: 'darrylc@pacbell.net'
Subject: RE: Exposition Right of Way

Mr. Cherness:

Thank you for your comment on the Mid-City/Westside DEIS/EIR.
We have logged your comment into the record.

We are scheduled to go before the MTA Board on June 28, 2001. The DEIS and a summary of the comments received will be presented. At that time a locally preferred alternative will be selected.

Sincerely,

Mid-City/Westside Project Team

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

From: Darryl Cherness [mailto:darrylc@pacbell.net]
Sent: Wednesday, May 30, 2001 6:47 PM



F(5)

COMMENTS

Please use this page to submit your comments about the Draft Environmental Impact Statement/Report (DEIS/EIR) on the Mid-City/Westside Transit Corridor. You may discuss any aspect of the project in which you are interested.

I SUPPORT USING THE EXPOSITION RIGHT
 OF WAY FOR LIGHT RAIL. THE MTA] 1
 SHOULD MITIGATE NOISE TO THE MAXIMUM
 EXTENT FEASIBLE. IN ADDITION, TRAFFIC/
 TRAIN CONFLICTS SHOULD BE ELIMINATED] 2
 BY THE ESTABLISHMENT OF OVERHEAD BRIDGES
 OR GRADE SEPARATIONS AT MAJOR INTERSECTIONS.
 THE SYSTEM SHOULD USE THE EXISTING RIGHT
 OF WAY TO THE MAXIMUM EXTENT POSSIBLE.] 3

(If necessary, please continue your comments on the reverse side of this paper.)

To receive information regarding the Mid-City/Westside Transit Corridor DEIS/EIR, please complete the information below

Name DARYL CHERNESS Phone/Fax (310) 839-0953
 Address 7321 RAINTREE CIRCLE
 City/State/Zip CULVER CITY, CA 90230

Mail sheet by Friday, June 15, 2001 to:

MTA, ATTN: David Mieger, One Gateway Plaza, Mail Stop 99-22-5, Los Angeles, CA 90012
 (310) 366-6443 Fax: (213) 922-3060 E-Mail: MidCityWestside@mta.net

COMMENTS
Page 398



7/1 C 17(1)

COMMENTS

Please use this page to submit your comments about the Draft Environmental Impact Statement/Report (DEIS/EIR) on the Mid-City/Westside Transit Corridor. You may discuss any aspect of the project in which you are interested.

May 21, 2001

Dear Mr. Meiger:

I have been on the periphery of the light rail issue since Southern Pacific put the Expo line up for sale. I keep thinking the issue has gone away, but it seems to reappear regularly. In all this time, one thing has been consistently clear: there is no ridership on the line.] 1

The costs are extremely high and the line goes basically nowhere. If one is going to get off the light rail at 17th St. and transfer to a bus to go to the beach, wouldn't it have been simpler to take a direct bus in the first place. Given the necessary restrictions regarding speed, crossings, etc., the point of the light rail eludes me. An upgraded bus system would be far more to the point.] 2

I am against any light rail on the Expo right of way under any circumstances.] 4

Sincerely,

Maris Cherry
MARIS CHERRY

Cc: Supervisor Yvonne Burke
Supervisor Zev Yaroslavsky
Mayor Richard Riordan

(If necessary, please continue your comments on the reverse side of this paper.)

To receive information regarding the Mid-City/Westside Transit Corridor DEIS/EIR, please complete the information below.

Name _____ Phone/Fax _____

Address _____

City/State/Zip _____

Mail sheet by Friday, June 15, 2001 to:

MTA, ATTN: David Meiger, One Gateway Plaza, Mail Stop 99-22-5, Los Angeles, CA 90012
(310) 366-6443 Fax: (213) 922-3060 E-Mail: MidCityWestside@mta.net



Los Angeles County Metropolitan Transportation Authority
Mid-City/Westside Transit Corridor
Draft Environmental Impact Statement/Report

U.S. Department of Transportation
Federal Transit Administration

2ECHO

COMMENTS

Please use this page to submit your comments about the Draft Environmental Impact Statement/Report (DEIS/EIR) on the Mid-City/Westside Transit Corridor. You may discuss any aspect of the project in which you are interested.

May 15, 2001

Dear Mr. David Mieger,

I am disturbed by the MTA proposal for an Exposition bus or light rail transit. The lack of consideration for the community it effects is alarming. Its appalling to see obvious discriminatory actions perceived as acceptable. The MTA project plans are bias therefore unacceptable. How insensitive to disregard the value a community of people, based on the area, nationality and income. Exposition Blvd. and its nearby streets consists of neighbors, families and children. No real effort has been made to establish communication with the neighbors about their own neighborhood. Neighbors have not been properly informed of public hearings that directly concern them.] 1

MTA has an opportunity to sustain community development by not omitting names and faces when it comes to improvement tactics. To do otherwise would suggest the motive is not to improve the community, but to restrict individuals of their rights.

I am against the MTA and FTA Bus or Light Rail Project on Exposition Blvd. It would be beneficial to address the current challenges of bus service before seeking new ways of service, such as the poor quality and condition of the buses. Take responsibility for the problems that have resulted from MTA transit neglect before promising to serve the community. Don't just sweep dust under new carpet, clean up your act with authentic solutions.] 2
] 3

Sincerely,

Keisha Chinn
EXPO Neighbors Association

(If necessary, please continue your comments on the reverse side of this paper.)

To receive information regarding the Mid-City/Westside Transit Corridor DEIS/EIR, please complete the information below.

Name Keisha Chinn Phone/Fax 213-629-1227/213-430-0560

Address 3811 1/2 Exposition Blvd.

City/State/Zip Los Angeles, CA 90016

Mail sheet by Friday, June 15, 2001 to:
MTA, ATTN: David Mieger, One Gateway Plaza, Mail Stop 99-22-6, Los Angeles, CA 90013
(310) 366-8443 Fax (213) 822-3080 E-Mail: MidCityWestside@mta.net

COMMENTS
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COMMENTS

Please use this page to submit your comments about the Draft Environmental Impact Statement/Report (DEIS/EIR) on the Mid-City/Westside Transit Corridor. You may discuss any aspect of the project in which you are interested.

To Whom It May Concern:

This project is not completely justifiable by the draft EIR report. Most of the traffic in the morning and evening rush hours is inbound and outbound off the Westside respectively. Therefore it is servicing residents from other areas to commute into the Westside. 2

The report also mention that the project is to also serve residents from the San Gabriel and the San Fernando Valley to commute to businesses in the Westside and Santa Monica areas. The subject project does not even consider the San Fernando Valley area. The commute goes as far as Downtown LA and it does not travel through business areas of the Westside. The Exposition right of way on the Westside travels through exclusive residential neighborhood, it does not service businesses. 3

The current existing bus system that services almost the entire area of the study does not operate to its full capacity, as mentioned in the report. Therefore, why are more public transportation systems added if the current ones are not overloaded, and they are not anticipated to be. 4

Should a transit system be needed, Alternative 1 would be the most effective and beneficial of all:

- It does travel through business corridor. 5
- It does not disturb residential areas.
- It has proven ridership, goes through major destinations.

Exposition does not service high density activity centers. 6

LRT too costly to build, maintain and to properly mitigate the negative impact on our quality of life. 7

Will increase traffic and safety concerns to our community. Will lower property values in the surrounding neighborhoods. Will increase the noise level in our neighborhood, of which we have enough already. 8, 9

Furthermore, the fact that we live in a high earthquake risk areas, the potential damage to LRT overpasses and to their tracks is bound to be substantial. This presents a tremendous safety issue and quite a costly alternative. 10

Please consider spending our tax dollars in a wise and efficient manner. 11

Thank You.

(If necessary, please continue your comments on the reverse side of this paper.)

To receive information regarding the Mid-City/Westside Transit Corridor DEIS/EIR, please complete the information below.

Name JOSEPH CHOUAIRY Phone/Fax 310-475-7368

Address 2662 VETERAN Ave.

City/State/Zip LOS ANGELES, CA. 90064

Mail sheet by Friday, June 15, 2001 to:

MTA, ATTN: David Mieger, One Gateway Plaza, Mail Stop 99-22-5, Los Angeles, CA 90012
 (310) 366-6443 Fax: (213) 922-3060 E-Mail: MidCityWestside@mta.net

To: David L. Mieger, MTA Project Manager, Rail & Busway Transit Corridor Development
Cc: Attached Distribution List
From: Evelyn G. Christensen, 10912 Exposition Blvd, Los Angeles CA 90064, kckcsunshine@aol.com
Subj: Response to Mid-City/Westside Transit Corridor Draft EIS/EIR (Executive Summary)
Date: 15 June, 2001

Firstly, I have read the Draft EIS/EIR, and submit the following statements to you:

- 1) I strongly **support** EIS/EIR Alternative 1 for the Wilshire BRT.
- 2) I strongly **oppose** EIS/EIR Alternative 2 for Wilshire BRT and Exposition BRT.
- 3) I strongly **oppose** EIS/EIR Alternative 3 for Wilshire BRT and Exposition LRT.

] 1
] 2
] 3

While the existing Wilshire line needs much improvement, its 27% increase in ridership, stated in the EIS/EIR, is particularly gratifying. This proven ridership along Wilshire is an explicit and excellent predictor for future success. The improvements for the Wilshire BRT that are described in the EIS/EIR, i.e., revamped bus lanes, larger, articulated buses of superior design, etc., are exciting, much faster to implement, and significantly more cost-effective. Once these improvements are made, additional needs for rapid transit can be better determined.

As I have indicated, I oppose both Alternatives 2 and 3, requiring use of the Exposition Right-of-Way. This is because I believe they would be a death knell for the struggling residential remnants of what was once a more cohesive community, and it is because I see a better solution.

I have lived in this area since 1952, first on Richland Avenue – a stone's throw from the intersection of Exposition and Westwood boulevards – where I lived with my parents while a student at UCLA, and later, in the small home I own and occupy now, purchased in 1969. I know the area well, and I love it very much. I am a supporter of rapid transit, seeing in it the only possibility for correcting the egregious mistakes of the past – but there are some cautionary tales.

On weekends in 1955, it was still pleasant to pick wild passion-flowers in hilly fields where the I10 freeway now crosses Overland Avenue. Until 1964, Sepulveda Boulevard still defined the route from the airport to the valley without a speck of competition. Rapid transit was something that one bought a car to avoid, and was laughed at as a topic of serious discussion. Well, in gridlocked Los Angeles no one is laughing now.

But the intersection of the I405 and the I10, when that much-heralded event was realized in the early 1960's, had an incredible impact on the adjacent, surrounding communities in this area. It was a great, burning cross that seared this local landscape, leaving the community both physical and sociologically scarred and dismembered. These freeways were necessary to *solve the traffic problem*, but they were not visionary.

Whether by light rail or by bus, rapid transit could continue on Venice Boulevard, largely a commercial street with plenty of median space for transit, as far as possible – to Lincoln Boulevard in Santa Monica, or beyond. Efficient north-south feeder lines at several intersections from downtown to the ocean would connect this rapid transit system to the Wilshire BRT system, ensuring massive utilization by an enormous population of commuters, shoppers, etc. Whereas residential areas are the worst possible venue for rapid transit lines, commercial areas gain from such transit implementations. Time to rethink a bit? I hope so.

] 4

Thank you for all the hard work you are doing!

Evelyn G. Christensen

Cc: Distribution List:

State Senator Sheila Kuehl	sheila.kuehl@sen.ca.gov
State Senator Kevin Murray	Senator.Murray@sen.ca.gov
State Senator Debra Bowen	senator.bowen@sen.ca.gov
State Senator Richard Polanco	Senator.Polanco@sen.ca.gov
State Senator Betty Karnette	Senator.Karnette@sen.ca.gov
State Senator Martha Escutia	Senator.Escutia@sen.ca.gov
Assemblyman Wesson	Assemblymember.Wesson@assembly.ca.gov
Assemblyman Wright	Assemblymember.Wright@assembly.ca.gov
Assemblyman Hertzberg	Robert.Hertzberg@assembly.ca.gov
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Assemblyman Paul Koretz	paul.koretz@asm.ca.gov
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Assemblyman Marco Firebaugh	Assemblymember.Firebaugh@assembly.ca.gov
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Councilmember Chick	lchick@c03.ci.la.ca.us
Councilmember Ferraro	jferraro@c04.ci.la.ca.us
Councilmember Feuer	council5@c05.ci.la.ca.us
Councilmember Galanter	galanter@c06.ci.la.ca.us
Councilmember Padilla	APadilla@c07.ci.la.ca.us
Councilmember Ridley-Thomas	mjones@c08.ci.la.ca.us
Councilmember Walters	council9@c09.ci.la.ca.us
Councilmember Holden	holden@c10.ci.la.ca.us
Councilmember Miscikowski	miscikow@c11.ci.la.ca.us
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Councilmember	rdeaton@cla.lacity.org
Councilmember Pacheco	NPacheco@c14.ci.la.ca.us
Councilmember Svorinich	svorinich@c15.ci.la.ca.us
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Supervisor Yaroslavsky	zev@bos.co.la.ca.us
Supervisor Knabe	don@bos.co.la.ca.us
Supervisor Antonovich	fifthdistrict@bos.co.la.ca.us
Supervisor Brathwaite Burke	Seconddistrict@bos.co.la.ca.us
Mayor Richard Riordan	riordan@mayor.lacity.org; rriordan@mayor.ci.la.ca.us
Mayor-elect James Hahn	info@JimHahn.org; crenshaw@JimHahn.org
Hal Bernson	bernson@c12.ci.la.ca.us
Jose Legaspi	jlgaspi@aol.com
Jeffrey Walden	jwalden@mayor.lacity.org
John Fasana	fasanajr@pcmagic.net
Frank C. Roberts	froberts@cityoflancasterca.org
Beatrice Proo	BeAPro@aol.com
US Department of Transportation	dot.comments@ost.dot.gov

To: David L. Mieger,
Project Manager, Rail & Busway Transit Corridor Development,
MTA, One Gateway Plaza, Mail Stop: 99-22-5, Los Angeles, CA 90012-2952;

Cc: Attached Distribution List

From: Kimberly Christensen, 10910 Exposition Blvd, Los Angeles CA 90064

Re: Transit on Exposition Right-Of-Way

Date: 15 June, 2001

Dear Mr. Mieger,

I am submitting the following comments to you regarding the consideration of transit on the Exposition Right-of-Way (ROW) both as a resident of the area over the last 27 years who is affected by the proposal, and as a professional urban planner for the past 14 years.

First, I would like to clarify that **I am generally a proponent of public transit** and that I do acknowledge public transit as a significant part of the solution for the severe congestion in the Los Angeles metropolitan area. My preference is bus, rather than light rail, as bus transit is more cost-effective, can be implemented more quickly, and can serve the greatest number of people.] 1

I support and believe that there is a need for the Wilshire Bus Rapid Transit. I also believe there is a need for transit further south. I would support bus or light rail rapid transit along the Exposition ROW, combined with Venice Boulevard, **ONLY if there is a detour around Cheviot Hills and Rancho Park that would head north on Sepulveda and then west to Santa Monica.**] 2
] 3

I do think there is a superior route. I suggest that if the rapid transit headed west along Venice Boulevard, through Culver City, Mar Vista and Venice, and ended perhaps at Abbot Kinney Boulevard, with connector bus service along Lincoln Boulevard that would transport people either north to Santa Monica, or south to Marina del Rey, the Playa Vista Project, Westchester and LAX, that you would have the opportunity for much greater ridership. You would likely gain weekend beach ridership in addition to weekday commuter traffic.] 4

I would urge that careful consideration must be given to the mode of transit, its route and the significant environmental impacts to the quality of life of the residents of West Los Angeles, particularly in Rancho Park and Cheviot Hills, if transit were to occur along the Exposition ROW without the detour. Transit should occur in commercial and industrial areas, not in residential neighborhoods. Beyond the tremendous impacts of noise, dust and congestion that have to be mitigated during construction, there are significant long term impacts.] 5

Light rail and its associated "park and ride" lots bring about congestion and traffic circulation impacts, whereas bus transit does not. The frequency of light rail, traveling along its route, has severe direct and indirect impacts on quality of life in terms of noise, increased traffic in the vicinity of transit stops, fumes, vibration, and the "commerciality" that would occur along the route.] 6

I would argue that those who cry "NIMBYISM" would not do so as quickly, if a light rail line were passing by, outside their front door every few minutes, impacting their quality of life. Furthermore, transit (which belongs in commercial areas) has historically achieved its greatest ridership in commercial areas!

Do not put light rail or bus transit along Exposition, adjacent to residential areas in Rancho Park or Cheviot Hills. It does not belong there, and will destroy neighborhoods which have already been impacted by freeways and heavily congested arterial streets!] 7

Please do not hesitate to contact me, if you have any questions (310-458-8341).

Sincerely,

Kimberly Christensen, AICP

Cc: Distribution List:

State Senator Sheila Kuehl	sheila.kuehl@sen.ca.gov
State Senator Kevin Murray	Senator.Murray@sen.ca.gov
State Senator Debra Bowen	senator.bowen@sen.ca.gov
State Senator Richard Polanco	Senator.Polanco@sen.ca.gov
State Senator Betty Karnette	Senator.Karnette@sen.ca.gov
State Senator Martha Escutia	Senator.Escutia@sen.ca.gov
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Assemblyman Marco Firebaugh	Assemblymember.Firebaugh@assembly.ca.gov
Assemblyman Jerome Horton	Assemblymember.Horton@assembly.ca.gov
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Councilmember Wachs	wachs@c02.ci.la.ca.us
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Councilmember Ferraro	jferraro@c04.ci.la.ca.us
Councilmember Feuer	council5@c05.ci.la.ca.us
Councilmember Galanter	galanter@c06.ci.la.ca.us
Councilmember Padilla	APadilla@c07.ci.la.ca.us
Councilmember Ridley-Thomas	mjones@c08.ci.la.ca.us
Councilmember Walters	council9@c09.ci.la.ca.us
Councilmember Holden	holden@c10.ci.la.ca.us
Councilmember Miscikowski	miscikow@c11.ci.la.ca.us
Councilmember Bernson	bernson@c12.ci.la.ca.us
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Councilmember Svorinich	svorinich@c15.ci.la.ca.us
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Supervisor Knabe	don@bos.co.la.ca.us
Supervisor Antonovich	fifthdistrict@bos.co.la.ca.us
Supervisor Brathwaite Burke	Seconddistrict@bos.co.la.ca.us
Mayor Richard Riordan	riordan@mayor.lacity.org ; rriordan@mayor.ci.la.ca.us
Mayor-elect James Hahn	info@JimHahn.org ; crenshaw@JimHahn.org
Hal Bernson	bernson@c12.ci.la.ca.us
Jose Legaspi	jlgaspi@aol.com

Jeffrey Walden
John Fasana
Frank C. Roberts
Beatrice Proo
US Department of Transportation

jwalden@mayor.lacity.org
fasanajr@pcmagic.net
froberts@cityoflancastrca.org
BeAPro@aol.com
dot.comments@ost.dot.gov

REC

June 5, 2001

L.A. County MTA
Attn: David Mueger

Dear Sir

My husband and I are in support of the Light-
Rail system, but opposed vehemently to the Venice 1
Sepulveda Diversion. Please do something to 2
stop this plan. Thank you.

Very truly yours
Mercedes Plunio

RAY & BARBARA CLARK
4050 BUCKINGHAM ROAD, SUITE 200
LOS ANGELES, CA 90008
323/ 295-6637
FAX: 323/ 295-3080

JUN 08 2001

June 5, 2001

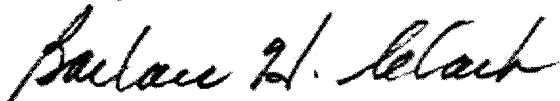
Mr. David Mieger, Project Manager
Metropolitan Transportation Authority
One Gateway Plaza, Stop 99-22-5
Los Angeles, CA 90012

Dear Mr. Mieger:

My husband and I attended the June 4th meeting at the Children's Guidance Center for the discussion on the Exposition railroad right-of-way. We were surprised to learn the proposed light rail project was still under consideration for we both thought the ideas was long dead.]

Now that we know otherwise, we wish to go on record as strong supporters of the light rail. We live in the general area to be served and own an office building just a few blocks from the Exposition right-of-way. We believe light rail transit would be a tremendous asset to the area, so will support it in anyway we can. To that end, please add our names to your mailing list of supporters for the project so that we can be informed of your progress. Good luck!] 2

Sincerely,



Barbara H. Clark

CIC(D)



Keep up on the news that interests you...

Hotmail wowhoa15@hotmail.com

Inbox Compose Address Book Folders Options

Messenger Calendar Help

Folder: Inbox

From: Cindy Clark <cindyclark@clarkclarkproductions.com> [Save Address](#) - [Block Sender](#)

To: Terri Tippit <wowhoa15@hotmail.com> [Save Address](#)

Subject: [Fwd: Exposition Right of Way]

Date: Mon, 28 May 2001 20:45:23 +0000

Reply Reply All Forward Delete Previous Next Close

... the response & letter from/to Mr. Mieger (you'll note my letter is the same to all of them)

-cindy clark

From: Mid-City WestSide <MidCityWestside@MTA.NET>

To: "Cindy Clark" <cindyclark@clarkclarkproductions.com>

Subject: RE: Exposition Right of Way

Date: Tue, 22 May 2001 09:24:42 -0700

Ms. Clark

Thank you for your comment on the Mid-City/Westside DEIS/EIR.

We have logged your comment into the record.

We are scheduled to go before the MTA Board on June 28, 2001. The DEIS and a summary of the comments received will be presented. At that time a locally preferred alternative will be selected.

Sincerely,

Mid-City/Westside Project Team

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

From: Cindy Clark [mailto:cindyclark@clarkclarkproductions.com]

Sent: Monday, May 21, 2001 3:44 AM

To: midcitywestside@mta.net

Subject: Exposition Right of Way

Mr. Mieger,

As a resident on Veteran Avenue, living just up the block from Exposition and the Right of Way, I am writing to express my **FORCEFUL OPPOSITION** to any transportation plans on Exposition.] 1

You must realize that the ridership is on Wilshire, NOT in residential areas. It's a fact that transportation not in residential areas increases ridership. The Exposition Right of Way goes through far too many residential areas and not enough destination centers to be justified as either appropriate or useful.] 2

Sincerely,

Cindy Clark
2526 Veteran Avenue
Los Angeles, CA 90064

Reply Reply All Forward Delete Previous Next Close

From: Mid-City WestSide
Sent: Tuesday, June 19, 2001 10:31 AM
To: 'Friends4Expo@aol.com'
Subject: RE: Mid-City/Westside DEIS/EIR Response

Mr. Clark:

Thank you for your comment on the Mid-City/Westside DEIS/EIR.

We have logged your comment into the record.

We are scheduled to go before the MTA Board on June 28, 2001. The DEIS and a summary of the comments received will be presented. At that time a locally preferred alternative will be selected.

We have received this information in the mail as well.

Sincerely,

Mid-City/Westside Project Team

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

From: Friends4Expo@aol.com [mailto:Friends4Expo@aol.com]
Sent: Friday, June 15, 2001 10:57 AM
To: MidCityWestside@mta.net; miegerd@mta.net
Subject: Mid-City/Westside DEIS/EIR Response

DAC (1)

Attached is Friends 4 Expo Transit's response to the Mid-City/Westside Draft EIS/EIR. It is a Word 2000 file with embedded fonts (686K); please let me know if you are able to successfully receive and print it. I'll also send one by conventional mail.]

Thanks,
Darrell Clarke

MAY 14 2001

SCANNED
IN RMC

May 11, 2001

SC

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

**SUBJECT: STRONG SUPPORT FOR LIGHT RAIL TRANSIT ON THE
EXPOSITION ROUTE**

Dear Mr. Mieger:

I was not able to attend any of the recent public hearings and I know that I am speaking for many citizens by supporting light rail transit on Exposition. When people criticize the LA region, traffic, smog and road rage are on the top of the list. Light rail transit help to mitigate these problems. I grew up on the Westside of Los Angeles and in the last twenty years, the Westside has become so crowded that not only are the freeways clogged but the streets on the Westside are gridlocked at all hours of the day. WE DESPERATELY NEED LIGHT RAIL TRANSIT ON THE WESTSIDE OF LOS ANGELES !!!! We need to get people out of their cars and on public transit and even though MTA has a very sophisticated bus system, light rail is more effective in getting people to use mass transit.

1
2

The subway and light rail systems in MTA are extremely successful and I am very impressed with what I've seen. The Blue Line is jam packed and the Red line would be even more so if connected to the Westside. (Ideally it would be great to have light rail through Wilshire but I guess that is not an option) Even so, the Exposition route cuts through so many diverse areas that a multitude of people from different socio-economic backgrounds could benefit from it.

3

I know this is only one letter but as I said before, I know that I speak for many who understand the potential of light rail on the Westside but don't have the time to write or go to meetings.

4

Thanks for your consideration.

Sincerely,

Stephanie Clements
Stephanie Clements

JUN 13 2001

JANE COCCIO

SCANNED *Training Consultant*
IN RMC *Marketing*
Sales & Service

June 8, 2001

Los Angeles County MTA
1 Gateway Plaza
Mailstop 99-22-5
Los Angeles, Ca 90012

Attn: MR.DAVID MIEGER

Dear Mr. Mieger:

This is to protest MTA's proposal of a so called improvement to the transportation system for Los Angeles. Please reconsider the light rail system for the Westside, particularly the Venice/sepulveda diversion. The plan does not really solve any transportation problems.] 1

at the meeting held at the VA a few weeks ago, I suggested that the whole plan be scrapped. I had suggested that a train system be constructed on the freeways, namely the 405, the 10, and why not the 101 from downtown out to the west valley. Such a system would cover a greater area and help a lot of people..I suggested a system similar to that which is on the 105. Even a mono-rail system would be good.] 2

Presently, on the 405, there is road work being done in the center lanes. If they were to take a half of a lane extra in each direction, there should be enough room for a train to run in each direction. The same could be done on the 10. The results would be astonishing...] 3

1. INCREASED REVENUE FOR MTA
2. DECREASE TRAFFIC TREMENDOUSLY, GIVING US CLEANER AIR
3. INCREASE OF PEOPLE MOVEMENT
4. DECREASE TRAVEL TIME FOR PEOPLE GOING TO AND FROM WORK IN ALL DIRECTIONS...NORTH SOUTH AND EAST WEST
5. OPENS OPPORTUNITIES FOR SENIORS AND YOUNG PEOPLE TO TRAVEL GREATER DISTANCES TO SEE THIS FANTASTIC CITY, THE LIBRARY, THE GETTYOPENS A LOT OF MINDS FOR LOTS OF PEOPLE.

Please reconsider MTA's plan, especially the Venice Sepulveda diversion. We deserve a better transportation system...We shouldn't have to accept a system which is less than mediocre.] 4

Thank you for your time and consideration...Now let's see some action!

Sincerely,


ANGELA JANE COCCIO

JCO(1)

May 28, 2001

Mr. David Mieger
MTA
One Gateway Plaza
Mail Stop 99-22-5
L.A. 90012

Mr. Mieger:

We are writing to express our opposition to the light rail transit proposal on Exposition Blvd.] 1

The presence of the light rail transit will increase traffic on Sepulveda at Pico, Palms, and National Blvds., and increase noise in the neighborhood—therefore, having an overall negative impact on our community. In addition, Exposition does not service high-density activity centers, is too costly to build and maintain, and has a negative impact on our quality of life.] 2

We support Alternative 1—The Wilshire Rapid Bus Transit has proven successful with high numbers in ridership and services major destinations traveling in a denser and more commercial area.] 3

Please consider Alternative 1 and save our peaceful community.

Respectfully yours,

Janiece Cohen
2522 Veteran Ave.,
L.A. 90064

Cindy Clark
2526 Veteran Ave.
L.A. 90064

cc:Supervisors: Yvonne Burke, Zev Yaroslavsky
Mayor Richard Riordan
West Of Westwood HOA

ACOL (1)

To: MidCityWestside@mta.net; SecondDistrict@bos.co.la.ca.us;
FifthDistrict@bos.co.la.ca.us; don@bos.co.la.ca.us;
molina@bos.co.la.ca.us; zev@bos.co.la.ca.us; Rriordan@mayor.ci.la.ca.us;
bernson@c12.ci.la.ca.us; Jlgaspi@aol.com; jwalden@mayor.lacity.org;
fasanajr@pcmagic.net; froberts@cityoflancafterca.org; BeAPro@aol.com;
pam-oconnor@santa-monica.org; Friends4Expo@aol.com
Subject: No Subject

I am writing to express my support for the proposed Expo Line. I believe
this transportation alternative will greatly help the citizens of Los Angeles.] |

Sincerely,

Adam Collis
Venice Beach

From: Mid-City WestSide
Sent: Wednesday, May 30, 2001 8:42 AM
To: 'CYCLOPTOR@aol.com'
Subject: RE: No Subject

Mr. Collis:

Thank you for your comment on the Mid-City/Westside DEIS/EIR.

We have logged your comment into the record.

We are scheduled to go before the MTA Board on June 28, 2001. The DEIS and a summary of the comments received will be presented. At that time a locally preferred alternative will be selected.

Sincerely,

Mid-City/Westside Project Team

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

From: CYCLOPTOR@aol.com [mailto:CYCLOPTOR@aol.com]
Sent: Tuesday, May 29, 2001 8:56 PM



Los Angeles County Metropolitan Transportation Authority
Mid-City/Westside Transit Corridor
Draft Environmental Impact Statement/Report

U.S. Department of Transportation
Federal Transit Administration

COMMENTS

Please use this page to submit your comments about the Draft Environmental Impact Statement/Report (DEIS/EIR) on the Mid-City/Westside Transit Corridor. You may discuss any aspect of the project in which you are interested.

I am a resident of the West of Westwood HOA and I support Alt. 1.

} 1

Buses are more flexible. Rail is fixed. Buses can deviate from the line to avoid sensitive areas such as schools and homes rail cannot.

} 2

There is a proven ridership on Wilshire. The Wilshire Rapid Bus can not keep up with the demand.

} 3

It travels through activity centers that service the people of Los Angeles and tourist.

} 4

Exposition Blvd. does not do that.

The Expo ROW goes through neighborhoods. The detour on Expo proved that going through Commercial Zones and not neighborhoods increases the ridership.

} 5

Until Expo ROW's detour travels through more commercial than residential areas it should not be developed.

} 6

The Wilshire Rapid Bus and Expo ROW parallel each other in Santa Monica. If you develop Expo ROW Santa Monica will have **two** rapid lines to it and Venice none.

} 7

Mitigating the negative impact Expo ROW will have on residential neighborhoods will be too costly. Money can better be used on Wilshire.

} 8

Develop the route that services more people.

} 9

(If necessary, please continue your comments on the reverse side of this paper.)

To receive information regarding the Mid-City/Westside Transit Corridor DEIS/EIR, please complete the information below.

Name Ann C. Concors Concors Phone/Fax 310-873-1614

Address 2537 Greenfield Ave

City/State/Zip LA CA 90024

* Mail sheet by Friday, June 15, 2001 to: *
MTA, ATTN: David Meier, One Gateway Plaza, Mail Stop 99-22-5, Los Angeles, CA 90012
(310) 366-6443 Fax: (213) 922-3060 E-Mail: MidCityWestside@mta.net

AC(2)

Terri Tippit

From: "seconddistrict" <seconddistrict@bos.co.la.ca.us>
To: "Anne Concors" <Avconcors@ghjadvisors.com>
Sent: Tuesday, May 22, 2001 11:06 AM
Subject: RE: No to rail on Expo

Your e-mail has been received.

Thank you for bringing this to the attention of our office.

Your comments are greatly appreciated.

Ta'Shara Murray
Supervisor Yvonne Burke's Office

—Original Message—

From: Anne Concors [mailto:Avconcors@ghjadvisors.com]
Sent: Friday, May 18, 2001 4:53 PM
To: seconddistrict
Subject: No to rail on Expo

Please register my opposition to light rail on the Exposition Right of Way.] 1

Trains do not belong on residential streets! How many children will have to be hurt (or worse) before the city realizes the danger? The proposed line goes dangerously close to many schools and parks.] 2

It would run mere feet from Overland Elementary in West LA which would devastate this model school. Additionally, there are homes in which small children live directly facing the proposed right of way. How does the city propose to protect the children? Does the study include cost of walls needed and the lawsuits when someone is inevitably hurt?] 3 4

The detour proved that once away from residential areas the ridership increases. The Exposition ROW goes directly through too many residential and school areas and not enough destination centers.] 5

If rail is, in your opinion, inevitable, please keep the detour away from this area that lacks any commercial destinations for commuters and onto Venice from LaCienega to Sepulveda which would better serve business needs. There is no need for a rail line in the proposed area. The need is for mass transit connecting the business districts from Santa Monica to Westwood, Century City, and Downtown. That, obviously, is the Wilshire line. Also why not spent the money where mass transit is really needed - Along the 405!!!] 6

Thank you.

6/6/2001

Anne Concors
2537 Greenfield Ave
Los Angeles, CA 90064.

Anne Concors
Senior Manager
Green Hasson & Janks, LLP
Business Advisors and CPAs
10990 Wilshire Boulevard, 16th Floor
Los Angeles, CA 90024-3929
Tel: 310-873-1614
Fax: 310-873-6600
E-mail: avconcors@ghjadvisors.com

6/6/2001

COMMENTS
Page 418



COMMENTS

1100

Please use this page to submit your comments about the Draft Environmental Impact Statement/Report (DEIS/EIR) on the Mid-City/Westside Transit Corridor. You may discuss any aspect of the project in which you are interested.

I only support Alternative 1 - Wilshire line
Wilshire has proven ridership - EXPO does not
Wilshire goes through business centers where
mass transportation is needed. - EXPO does not.
Don't waste taxpayers money. Put transportation
where needed - on Wilshire.

(If necessary, please continue your comments on the reverse side of this paper.)

To receive information regarding the Mid-City/Westside Transit Corridor DEIS/EIR, please complete the information below.

Name Mitch Concars Phone/Fax 470-0971
Address 2537 Greenfield Ave
City/State/Zip LA CA 90064

Mail sheet by Friday, June 15, 2001 to:
MTA, ATTN: David Nieger, One Gateway Plaza, Mail Stop 99-22-5, Los Angeles, CA 90012
(310) 365 6443 Fax: (213) 822-3060 E-Mail: MidCityWestside@mta.net

Sincerely,

Mid-City/Westside Project Team

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

From: Renee Copes [mailto:rjcopos@worldnet.att.net]
Sent: Monday, June 04, 2001 4:39 PM
To: MidCityWestside@mta.net; SecondDistrict@bos.co.la.ca.us;
FifthDistrict@bos.co.la.ca.us; don@bos.co.la.ca.us; molina@bos.co.la.ca.us;
zev@bos.co.la.ca.us; Rriordan@mayor.ci.la.ca.us; bernson@c12.ci.la.ca.us;
jlgaspi@aol.com; jwalden@mayor.lacity.org; fasanajr@pcmagic.net;
froberts@cityoflancafterca.org; BeAPro@aol.com; pam-oconnor@santa-monica.org;
friends4expo@aol.com
Subject: THE EXPO LINE

RC(1)

TO: Members of the MTA
FROM: Renee A. Copes
RE: THE EXPO LINE

I have lived in Los Angeles all of my life and remember the old "Red Car" line.] 1
My husband and I live in Westdale.] The Expo Line be a great help to all of us }
who live on the west side of Los Angeles. We look forward to the time when we } 2
do not have to take our car to drive to the mid-Wilshire area or downtown!

We urge you to do everything to support the building of The Expo Line.] 3

RC(1)

From: Mid-City WestSide
Sent: Tuesday, June 05, 2001 8:58 AM
To: 'Renee Copes'
Subject: RE: THE EXPO LINE

Thank you for your comment on the Mid-City/Westside DEIS/EIR.

We have logged your comment into the record.

We are scheduled to go before the MTA Board on June 28, 2001. The DEIS and a summary of the comments received will be presented. At that time a locally preferred alternative will be selected.

Mid-City/Westside Project Team

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

From: Carlene [mailto:bblene@pacbell.net]
Sent: Sunday, June 10, 2001 8:51 PM
To: MidCityWestside@mta.net; SecondDistrict@bos.co.la.ca.us;
FifthDistrict@bos.co.la.ca.us; don@bos.co.la.ca.us;
molina@bos.co.la.ca.us; zev@bos.co.la.ca.us; Rriordan@mayor.ci.la.ca.us;
bernson@cl2.ci.la.ca.us; jlgaspi@aol.com; jwalden@mayor.lacity.org;
fasanajr@pcmagic.net; froberts@cityoflancafterca.org; BeAPro@aol.com;
pam-oconnor@santa-monica.org; friends4expo@aol.com
Subject: Vote Yes for Light Rail in LA

CC(1)

Dear MTA Board Members,

As a former resident of San Francisco I enjoyed the benefits of light rail. I rode take the train downtown every day to work. It was an amazingly pleasant experience and just improved the quality of life in the Bay Area. Los Angeles clearly needs this inexpensive alternative to subway transportation.

Light rail is a much more practical alternative to buses because frankly, white upper-middle class "yuppie" types wouldn't be caught dead on a bus in LA! But they will gladly take light rail. Look at San Francisco or Portland, Oregon as an example. A bus system is just not a practical solution. Would you ride a bus in LA?? C'mon! Who would unless you had no choice?

Light rail is elegant and perceived as a viable transportation solution. As a Producer for a major Motion Picture Studio, I would gladly chose this form of transportation over driving any day! Light Rail is badly needed on the West side where the 405, the 10 and the 110 clog up permantly. Los Angeles has been traditionally called "The City of the Future," many Los Angelinos see a city that is should be leading the way in urban planning, not trying to fix past mistakes. Please think about the future of Los Angeles, vote for a lasting, solution to the gridlock.

Sincerely,

Carlene Cordova
3711 Monon St.
Los Angeles, CA 90027

From: Mid-City WestSide
Sent: Monday, June 11, 2001 8:44 AM
To: 'Carlene'
Subject: RE: Vote Yes for Light Rail in LA

Ms. Cordova:

Thank you for your comment on the Mid-City/Westside DEIS/EIR.

We have logged your comment into the record.

We are scheduled to go before the MTA Board on June 28, 2001. The DEIS and a summary of the comments received will be presented. At that time a locally preferred alternative will be selected.

Sincerely,



JDC

COMMENTS

Please use this page to submit your comments about the Draft Environmental Impact Statement/Report (DEIS/EIR) on the Mid-City/Westside Transit Corridor. You may discuss any aspect of the project in which you are interested.

I support light rail and subways] 1
in Los Angeles.

Westside residents will not ride buses.] 2
Westside residents will ride trains.

Trains are faster, cleaner and quieter.] 3
Trains are cheaper and more cost effective.

Give us light rail and subways before] 4
we choke ourselves to death!

(If necessary, please continue your comments on the reverse side of this paper.)

To receive information regarding the Mid-City/Westside Transit Corridor DEIS/EIR, please complete the information below.

Name Joseph Cotten Phone/Fax _____
Address 2427 Walgrove Ave
City/State/Zip L.A. CA 90066

Mail sheet by Friday, June 15, 2001 to:
MTA, ATTN: David Mieger, One Gateway Plaza, Mail Stop 99-22-5, Los Angeles, CA 90012
(310) 366-6443 Fax: (213) 922-3060 E-Mail: MidCityWestside@mta.net

JUN 11 2001

8.10.1

Suzanne Cotton
3201 Malcolm Avenue
Los Angeles, California 90034-4408
310-475-7588

L.A. County MTA
ATTN: David Mieger
1 Gateway Plaza
Mailstop 99 - 22 - 5
L.A., CA 90012

June 5, 2001

Dear Mr. Mieger,

Reactivating the Light-Rail system along Exposition Boulevard is an excellent, forward step for transportation in Los Angeles. However, the proposed change called the Venice/Sepulveda Diversion will negatively impact many people. Please do not make this change in the route.

} 1

Our neighborhood, Westside Village, will surely suffer mightily if traffic is diverted into it. Many of our streets have no sidewalks, yet pedestrians safely use them. Here, each and every day, senior citizens and others walk for their health, mothers push strollers, kids ride bikes, and residents walk their dogs. What will happen if the heavy traffic from Sepulveda is suddenly flooding our neighborhood streets? It will be very dangerous as well as noisy and congested.

} 2
} 3

Please, do not approve this dangerous, impractical, clumsy diversion of the route.

} 4

Very truly yours,



Suzanne Cotton
Homeowner, Westside Village

Mr. Cowan:

Thank you for your comment on the Mid-City/Westside DEIS/EIR.

We have logged your comment into the record.

We are scheduled to go before the MTA Board on June 28, 2001. The DEIS and a summary of the comments received will be presented. At that time a locally preferred alternative will be selected.

Sincerely,

Mid-City/Westside Project Team

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

From: Ian Cowan [mailto:tcowan@mediaone.net]

Sent: Sunday, June 10, 2001 9:34 PM

To: MidCityWestside@mta.net; SecondDistrict@bos.co.la.ca.us; FifthDistrict@bos.co.la.ca.us; don@bos.co.la.ca.us; molina@bos.co.la.ca.us; zev@bos.co.la.ca.us; Rriordan@mayor.ci.la.ca.us; bernson@c12.ci.la.ca.us; jlgaspi@aol.com; jwalden@mayor.lacity.org; fasanajr@pcmagic.net; froberts@cityoflancasterca.org; BeAPro@aol.com; pam-oconnor@santa-monica.org; friends4expo@aol.com
Subject: LRT

IC(1)

Please do not destroy the Miracle Mile!

We fought hard for a planted median strip and street parking - there is not enough off-street parking as it is, and the 'BRT' plan will ruin all of that. New business will not come into the area if there is no parking. The BRT plan does not have provisions to replace the parking removed by the plan.

BRT is not a good way to go, at least on Wilshire! The existing Rapid Transit red busses are very good, and have minimal impact on the area in moving people through.

} 1
} 2

The Exposition LRT makes a lot of sense and is a much better way to move people with less impact on the residents in the area.

} 3

UNLINK THE 'WILSHIRE BRT' FROM THE 'EXPOSITION BRT/LRT'.

} 4

I have lived in Los Angeles since 1948 - used to ride the Red Cars and remember that Exposition had a rail system.

} 5

I still don't understand the reluctance for the MTA to continue the Metro Red Line West. If the French and English can build the 'Chunnel' under the English Channel surely our engineers can lick the Methane problem.

} 6

Thanks for reading

Ian A. Cowan
1110 S. Dunsmuir Ave.
(323) 931-4915

IC()

From: Mid-City WestSide
Sent: Monday, June 11, 2001 8:48 AM
To: 'Ian Cowan'
Subject: RE: LRT



IC(2)

COMMENTS

Please use this page to submit your comments about the Draft Environmental Impact Statement/Report (DEIS/EIR) on the Mid-City/Westside Transit Corridor. You may discuss any aspect of the project in which you are interested.

As a local resident of the Miracle Mile for 30 years, I have witnessed great changes! Having lived in Los Angeles since 1948, I have witnessed even greater changes.

} 1

I remember the efficient way the Red Cars moved people.

The problem that I have with the proposed plans -- BRT etc. is that they all have major impact on the areas they go through in order to move people who live elsewhere.

} 2

The Miracle Mile is being transformed with the Median, street parking and pedestrian friendly stores.

} 3

Most transit plans will change all this!

The most efficient way to move people as most major cities do is underground.

} 4

The Red Line under Wilshire would have been the way to go, and because of the so-called Methane threat and politics, the line was re-routed and is now on hold.

} 5

Bad!

the British and French could cooperate and tunnel under the English Channel, surely, our American Engineers can lick the Methane problem.

} 6

Please consider and take into account 'local impact' on any plan that it implemented.

} 7

Thank you

Ian A. Cowan

(If necessary, please continue your comments on the reverse side of this paper.)

To receive information regarding the Mid-City/Westside Transit Corridor DEIS/EIR, please complete the information below.

Name _____ Phone/Fax _____

Address _____

City/State/Zip _____

JUN 13 2001

SCANNED
IN RMC

) - L.A. County MTA
Attn: David Mejer
1 Gateway Plaza
LA Ca 90012

Dear Mr. Mejer:

I am a homeowner in the Westside
Village and I am in support of the
Light-Rail system but very opposed
to the Venice Sepulveda Diversion which
would be a disaster for our neighborhood

Sincerely

Frank Crestez
Sylvia Crestez
3291 Midvale Ave
L.A. Ca 90034

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

From: Csolv@aol.com [mailto:Csolv@aol.com]

Sent: Sunday, June 10, 2001 9:24 PM

To: MidCityWestside@mta.net

Subject: Comment on Draft EIR-MTA use of Exposition in Culver City

CSOL(1)

Dear Mr. David Mieger:

I reside at 3421 cattaraugus, Culver City and I am within 200ft of the
Exposition Right of Way. For the record, I am opposed to any use of the
Exposition Right of Way for either a bus or light-rail. Your Draft EIR does
not address the fact that there are 3 elementary schools within a hundred
yards of the train tracks. This project is extremely dangerous to children
in this area. To add insult to injury, your project circumvents the Right of
Way through Cheviot Hills. Its absurd to think you can successfully route
the project to Venice and Sepulveda without hurting Culver City.
Bottom-line, the project does not make sense.

From: Mid-City WestSide
Sent: Monday, June 11, 2001 8:47 AM
To: 'Csolv@aol.com'
Subject: RE: Comment on Draft EIR-MTA use of Exposition in Culver City

Thank you for your comment on the Mid-City/Westside DEIS/EIR.

We have logged your comment into the record.

We are scheduled to go before the MTA Board on June 28, 2001. The DEIS and a summary of the comments received will be presented. At that time a locally preferred alternative will be selected.

Sincerely,

Mid-City/Westside Project Team

We are scheduled to go before the MTA Board on June 28, 2001. The DEIS and a summary of the comments received will be presented. At that time a locally preferred alternative will be selected.

Sincerely,

Mid-City/Westside Project Team

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

From: Martin Culjat [mailto:mculjat@hotmail.com]
Sent: Wednesday, June 13, 2001 12:18 PM
To: MidCityWestside@mta.net; SecondDistrict@bos.co.la.ca.us;
FifthDistrict@bos.co.la.ca.us; don@bos.co.la.ca.us;
molina@bos.co.la.ca.us; zev@bos.co.la.ca.us; Rriordan@mayor.ci.la.ca.us;
bernson@c12.ci.la.ca.us; jlgaspi@aol.com; jwalden@mayor.lacity.org;
fasanajr@pcmagic.net; froberts@cityoflancasterca.org; BeAPro@aol.com;
pam-oconnor@santa-monica.org; friends4expo@aol.com
Subject: ExpoRail project

MCC(1)

Dear MTA Board Members,

As a resident of Westwood, I urge you to support the Expo Light Rail project. Aside from the obvious advantages of light rail compared to buses, a light rail network also instills pride in the city. Many Angelenos find the lack of such a system an embarrassment to our city. The completion of the Expo Line is a huge step in mitigating future transportation problems, and in the long term it will also lead to increased investment in businesses that are serviced by the line.

} 1
} 2
} 3
} 4

Thank you for your support,

Martin Culjat
1772 1/2 Glendon Ave.
Los Angeles, CA 90024

Get your FREE download of MSN Explorer at <http://explorer.msn.com>

From: Mid-City WestSide
Sent: Tuesday, June 19, 2001 10:22 AM
To: 'Martin Culjat'
Subject: RE: ExpoRail project

Mr. Culjat:

Thank you for your comment on the Mid-City/Westside DEIS/EIR.

We have logged your comment into the record.

PDA(1)

COMMENTS

Please use this page to submit your comments about the Draft Environmental Impact Statement/Report (DEIS/EIR) on the Mid-City/Westside Transit Corridor. You may discuss any aspect of the project in which you are interested.

I am a resident of Westside village and have lived in the area for over 12 years. The traffic along Sepulveda continues to get worse and worse as time goes by. I am strongly against the diversion of the light rail through the Westside village along Sepulveda and Venice Blvd for the following reasons:

1. There is no need to do so. The diversion through the Westside village will cost tax payers more money and will degrade the Westside village community. A direct path makes much more sense.] 1
2. Noise in the Westside Village area is associated with the Westside is already bad, the Light rail diversion to avoid Cheviot Hills is wrong! It will severely degrade the community of the West side. On the other hand, the direct path should not negatively impact the Cheviot Hills area, which does not have the same bus traffic as the Sepulveda/Venice area, and is more in need of new transit. Please put the railway where it makes sense to do so!] 2
3. The traffic is already congested along Sepulveda. The light rail along Sepulveda will make this worse. This can be avoided by avoiding the Westside village diversion.] 4
4. There are ample bus lines to get to a direct light rail route without the Westside village diversion. The same is not true of Cheviot Hills.] 5

Phillip A. Dafesh
3541 Tilden Ave.
Los Angeles, CA 90034
310-336-8733

(If necessary, please continue your comments on the reverse side of this paper.)

To receive information regarding the Mid-City/Westside Transit Corridor DEIS/EIR, please complete the information below.

Name _____ Phone/Fax _____

Address _____

City/State/Zip _____

Mail sheet by Friday, June 15, 2001 to:
MTA, ATTN: David Mieger, One Gateway Plaza, Mail Stop 99-22-5, Los Angeles, CA 90012
(310) 366-6443 Fax: (213) 922-3060 E-Mail: MidCityWestside@mta.net

COMMENTS
Page 434

JUN 18 2001

SCANNED
IN RMC. ECAC

DAVID MIEGER, Project Manager
Los Angeles County MTA, One Gateway Plaza
MAIL STOP 99-22-5, Los Angeles, CA
90012

DEAR MR MIEGER

I AM Supporting Wilshire
B.R.T plus Exposition Light Rail Transit.] 1
Recently, My friends from New York City
Came to visit. We went to various museums
during the day. We visited the L.A County Museum,
the Getty Center and the Skirball Center. I have
some bad news. My friends do not want to
return to L.A. The reason being, the traffic
was terrible. They cannot understand how
Los Angeles can see itself as an international
city without having a light rail system to
transport people throughout the L.A County region] 2

By the way, My friends
travel throughout the world. In their minds, Los Angeles
will never be a world class city/region until
a ~~light rail~~ light rail system can move throughout
the region in a manner which is not susceptible to
"STOP AND GO" traffic.

COMMENTS
Page 435

Roy Daggs

ROY DAGGS

3767 CLARINGTON AVE # 351

LOS ANGELES, CALIF

90034

CC. Yvonne Brathwaite Burke
L.A. County Supervisor
MTA Chair

CC. DAVID HAYTMAN
Culver City Mayor

CC. RICHARD RIORDAN
Los Angeles Mayor

CC. JAMES HAHN
Los Angeles Mayor elect

JUN 13 2001

SCANNED
IN RMC

MD

Marc and Kathleen Dauber
10721 Queensland Street, Los Angeles, CA 90034
Phone 310-838-7067, Fax 310-838-7062
mldauber@aol.com

June 3, 2001

Mr. David Mieger
Los Angeles County MTA
1 Gateway Plaza, Mail stop 99-22-5
Los Angeles, CA 90012

RE: Westside Light Rail System

Dear Mr. Mieger:

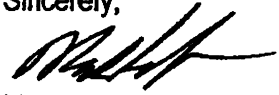
Having owned a home in West Los Angeles since 1988, I am appalled to hear that consideration is actually being given to diverting the proposed light rail system onto the Venice- Sepulveda Diversion. Sepulveda Boulevard is the north-south route alternate to the 405 Freeway and cannot withstand the burden of the additional traffic proposed by this diversion.] 1

During the 13 years we have lived in this house, we have seen and lived the commute to jobs in the valley and in the South Bay. When there is any type of problem on the 405 (not to mention just the normal morning and afternoon commute), hundreds of thousands of motorists use Sepulveda in an attempt to beat the congestion on that freeway. Putting any type of light rail along Sepulveda is totally unfeasible and would cause undue hardship to millions of motorists trying to go north and south on the only other direct access besides the 405!] 2

The existing right-of-way on Exposition is already cleared for use and would not negatively impact the other traffic flowing through West Los Angeles. As sensitive as our economy is and as costly as this project is going to be, using the most cost effective route that will least affect the citizens who pay for the construction is the only conscionable thing to do.] 3

It is our hope that the management of the MTA will come to their senses quickly and stop listening to shortsighted individuals who would be among the first to complain if Sepulveda were to be impacted. It is the ONLY street that functions daily as an alternate to the 405. That is a big job that cannot and should not be compromised.] 4

Sincerely,


Marc L. Dauber


Kathleen M. Dauber



COMMENTS

Please use this page to submit your comments about the Draft Environmental Impact Statement/Report (DEIS/EIR) on the Mid-City/Westside Transit Corridor. You may discuss any aspect of the project in which you are interested.

I am a resident of the West of Westwood HOA and I support Alt. 1.] 1

Buses are more flexible. Rail is fixed. Buses can deviate from the line to avoid sensitive areas such as schools and homes rail cannot.] 2

There is a proven ridership on Wilshire. The Wilshire Rapid Bus can not keep up with the demand.] 3

It travels through activity centers that service the people of Los Angeles and tourist.] 4

Exposition Blvd. does not do that.

The Expo ROW goes through neighborhoods. The detour on Expo proved that going through Commercial Zones and not neighborhoods increases the ridership.] 5

Until Expo ROW's detour travels through more commercial than residential areas it should not be developed.] 6

The Wilshire Rapid Bus and Expo ROW parallel each other in Santa Monica. If you develop Expo ROW Santa Monica will have **two** rapid lines to it and Venice none.] 7

Mitigating the negative impact Expo ROW will have on residential neighborhoods will be too costly. Money can better be used on Wilshire.] 8

Develop the route that services more people.] 9

(If necessary, please continue your comments on the reverse side of this paper.)

To receive information regarding the Mid-City/Westside Transit Corridor DEIS/EIR, please complete the information below.

Name Michael G Dave Phone/Fax 310-478-2925
 Address 2837 Military Ave 310-231-7889
 City/State/Zip L.A CA 90064

Mail sheet by Friday, June 15, 2001 to:
 MTA, ATTN: David Nieger, One Gateway Plaza, Mail Stop 99-22-5, Los Angeles, CA 90012
 (310) 356-6443 Fax: (213) 922-3060 E-Mail: MidCityWestside@mta.net

From: Mid-City WestSide
Sent: Tuesday, June 05, 2001 8:59 AM
To: 'RusCDavies@aol.com'
Subject: RE: Vote Light Rail for Exposition!

Mr. Davies:

Thank you for your comment on the Mid-City/Westside DEIS/EIR.

We have logged your comment into the record.

We are scheduled to go before the MTA Board on June 28, 2001. The DEIS and a summary of the comments received will be presented. At that time a locally preferred alternative will be selected.

Sincerely,

Mid-City/Westside Project Team

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

From: RusCDavies@aol.com [mailto:RusCDavies@aol.com]
Sent: Monday, June 04, 2001 6:14 PM
To: MidCityWestside@mta.net; SecondDistrict@bos.co.la.ca.us;
FifthDistrict@bos.co.la.ca.us; don@bos.co.la.ca.us; molina@bos.co.la.ca.us;
zev@bos.co.la.ca.us; Rriordan@mayor.ci.la.ca.us; bernson@c12.ci.la.ca.us;
Jlgaspi@aol.com; jwalden@mayor.lacity.org; fasanajr@pcmagic.net;
froberts@cityoflancasterca.org; BeAPro@aol.com; pam-oconnor@santa-monica.org;
Friends4Expo@aol.com
Subject: Vote Light Rail for Exposition!

Our congestion is unacceptable. Buses won't get people out of their cars.
Rail will!

}¹

}₂

Thanks,

}₃

Russ Davies
1054 Villa View Drive
Pacific Palisades 90272

COMMENTS

012

Please use this page to submit your comments about the Draft Environmental Impact Statement/Report (DEIS/EIR) on the Mid-City/Westside Transit Corridor. You may discuss any aspect of the project in which you are interested.

We need RAIL on Expo R-O-w!

Buses won't get people out of their cars

] 1

Russ Davies
1054 Villa View Dr.
Pacific Palisades, CA 90272

RusCDavies@aol.com

(If necessary, please continue your comments on the reverse side of this paper.)

To receive information regarding the Mid-City/Westside Transit Corridor DEIS/EIR, please complete the information below.

Name _____ Phone/Fax _____

Address _____

City/State/Zip _____

VAC

COMMENTS

Please use this page to submit your comments about the Draft Environmental Impact Statement/Report (DEIS/EIR) on the Mid-City/Westside Transit Corridor. You may discuss any aspect of the project in which you are interested.

I would like to make a comment opposing the use of Sepulveda as a connector to the exposition branch. There are existing tracks that are usable which run all the way along the expo corridor but due to political reasons these tracks are not being considered. I object to the use of Sepulveda due to the additional cost over using the existing tracks, the disruption to the traffic, the loss of parking, and the general disruption that the construction will cause. In addition the lack of parking will create spillover into the neighborhood.

Margaret Deacy
3214 Kelton Vve.
L.A., CA. 90034
310-470-0568.

(If necessary, please continue your comments on the reverse side of this paper.)

To receive information regarding the Mid-City/Westside Transit Corridor DEIS/EIR, please complete the information below.

Name _____ Phone/Fax _____

Address _____

City/State/Zip _____

June 13, 2001

SCANNED
IN RMC

JUN 15 2001

L.A. County,
David Miegler

Dear Sirs,

We are writing to protest the disruptions of Sepulveda Blvd., a Major historic artery to the valley, for construction on the new Venice-Sepulveda link.

Can you imagine the overloaded '05 when Sepulveda is unusable? Residential surface streets nearby do not go through and endanger students at a local elementary school and church preschool.

All this when we have a splendid right of way on Exposition that handled trains many years.

The objections of a few Chervat residents reminds of the current Betty Villa TIMBYS.

Sincerely,

Harry & Lois Tucker

COMMENTS
Page 443

DD(1)

Subj: MTA Light Rail Line
Date: 5/8/2001 11:55:08 PM Pacific Daylight Time
From: diverdeb@flash.net (Debbie DiMascio)
To: transportation@angeles.sierraclub.org

I am writing this note in support of the Exposition Line from downtown Los Angeles to Santa Monica. As a lifetime resident of Los Angeles I have witnessed excessive urban sprawl and growth of our population. We urgently and desperately need alternative forms of transportation such as the Exposition Light Rail Line.] 1
] 2

I strongly urge you to pursue the implementation of this light rail line and any connecting "green" park areas or bike paths as soon as possible.] 3

Debbie DiMascio

D

From: Mid-City WestSide
Sent: Tuesday, June 05, 2001 8:56 AM
To: 'DClarke340@aol.com'
Subject: RE: MTA Light Rail Line

Ms. DiMascio:

Thank you for your comment on the Mid-City/Westside DEIS/EIR.

We have logged your comment into the record.

We are scheduled to go before the MTA Board on June 28, 2001. The DEIS and a summary of the comments received will be presented. At that time a locally preferred alternative will be selected.

Sincerely,

Mid-City/Westside Project Team

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

From: DClarke340@aol.com [mailto:DClarke340@aol.com]
Sent: Sunday, June 03, 2001 7:27 PM
To: MidCityWestside@mta.net; SecondDistrict@bos.co.la.ca.us;
FifthDistrict@bos.co.la.ca.us; don@bos.co.la.ca.us; molina@bos.co.la.ca.us;
zev@bos.co.la.ca.us; Rriordan@mayor.ci.la.ca.us; bernson@c12.ci.la.ca.us;
Jlgaspi@aol.com; jwalden@mayor.lacity.org; fasanajr@pcmagic.net;
froberts@cityoflancasterca.org; BeAPro@aol.com; pam-oconnor@santa-monica.org
Subject: Fwd: MTA Light Rail Line

JUN 11 2001

DANIEL J. DONOHUE
800 WEST SIXTH STREET
LOS ANGELES, CALIFORNIA 90017

June 7, 2001

de

Mr. David Mieger, Project Manager
Los Angeles County MTA, One Gateway Plaza
Mail Stop 99-2-5
Los Angeles, CA 90012

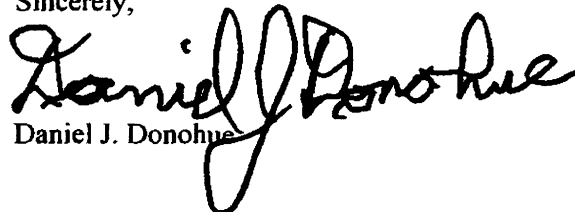
Dear Mr. Mieger:

As a resident of Wilshire House, home to approximately 100 people and employer to over 80 people, located at the intersection of Wilshire Boulevard and Westholme Avenue, I strongly oppose the proposed installation of the Wilshire Bus Rapid Transit (BRT) by the MTA.

I join with other residents of the Wilshire Boulevard Corridor (between Comstock and Westwood Boulevards) in emphasizing the fact that speeding buses in exclusive lanes will only add to the congestion of this heavily traveled Boulevard. The installation of a BRT system along Wilshire Boulevard is a dangerous and destructive proposal. The potential decrease in lanes for service vehicles and automobiles, to accommodate the exclusive bus lanes, will only add to the existing dangerous turn conditions, frequency of collisions, traffic noise, pollution, barely moving bumper-to-bumper traffic and the number of frustrated drivers. It is unrealistic to believe that the Wilshire BRT will be a solution to traffic congestion on this street as the Westside population grows. The negative safety and environmental impact of this proposal on the residents and employees of the Corridor overwhelmingly outweighs its benefits. The time saved by the Rapid buses is minimal yet the hazard the buses present to the health and safety of this community are insurmountably massive. Additionally, the increase in physical danger to both automobile drivers, pedestrians and residents, the noise, the increased pollution, the traffic upheaval, the inevitable loss of street parking, the impossible delivery conditions, and the inconvenience of a 2-3 year construction project will undoubtedly have an adverse impact on property values in this community. The Wilshire Corridor is one of the most desirable and expensive residential areas in Los Angeles and should not be so negatively impacted by a system destined to fail!

I understand that the Exposition Light Rail system has received overwhelming support from local citizens. I encourage you to consider proceeding with the installation of a Light Rail system along Exposition Boulevard. This is a much more sensible alternative with the potential to genuinely relieve the traffic congestion as the Westside grows without being detrimental to this outstanding Westside residential community. Thank you for your consideration.

Sincerely,


Daniel J. Donohue

DJD:gjf



COMMENTS

Please use this page to submit your comments about the Draft Environmental Impact Statement (DEIS/EIR) on the Mid-City/Westside Transit Corridor. You may discuss any aspect of the project in which you are interested.

I support the

There is a proven ridership on Wilshire. The Wilshire Rapid Bus can not keep up with the demand.] 2

It travels through activity centers that service the people of Los Angeles and tourists.] 3

Exposition does not do that.

The Expo ROW goes through neighborhoods. The detour on Expo proved that going through Commercial Zones and ~~not neighborhoods~~ increases the ridership.] 4

Until Expo ROW's detour travels through more commercial than residential areas it should not be developed.] 5

The Wilshire Rapid Bus and Expo ROW parallel each other in Santa Monica. If you develop Expo ROW Santa Monica will have ^{two} rapid lines to it and Venice none.] 6

Mitigating the negative impact Expo ROW will have on residential neighborhoods will be too costly. Money can better be used on Wilshire.] 7

Develop the route that services more people.] 8

(If necessary, please continue your comments on the reverse side of this paper.)

To receive information regarding the Mid-City/Westside Transit Corridor DEIS/EIR, please complete the information below.

Name FRANCES JORAN Phone/Fax 310-474-3100
 Address 10971 Exposition Blvd
 City/State/Zip LA CA 90064

Mail sheet by Friday, June 15, 2001 to:
 MTA, ATTN: David Mieger, One Gateway Plaza, Mail Stop 99-22-5, Los Angeles, CA 90012
 (310) 366-6443 Fax: (213) 922-3060 E-Mail: MidCityWestside@mta.net

Sent: Tuesday, June 19, 2001 10:27 AM
To: 'Bruce and Joanne Dorfman'
Subject: RE: Rail on Expo

Mr. and Mrs. Dorfman:
Thank you for your comment on the Mid-City/Westside DEIS/EIR.

We have logged your comment into the record.

We are scheduled to go before the MTA Board on June 28, 2001. The DEIS and a summary of the comments received will be presented. At that time a locally preferred alternative will be selected.

Sincerely,

Mid-City/Westside Project Team

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

From: Bruce and Joanne Dorfman [mailto:evenik@yahoo.com]
Sent: Thursday, June 14, 2001 5:35 PM
To: midcitywestside@mta.net
Cc: Seamus Tippit
Subject: Rail on Expo

J D (1)

Dear Mr. Mieger,

We wish to convey to you our opposition to rail lines running on Exposition Blvd. We feel this is a solution to the east-west transportation problem, but it will open up countless safety issues. At each rail/street intersection there would be a confusing jumble of lights, signals, crossing gates, etc. Impatient drivers and pedestrians would try to "beat" the train. We shudder to think of the liabilities incurred by the MTA if such a project goes forth. We think a wiser plan would incorporate designated bus lanes, and express buses, such as the Alt.1 proposal, BRT on Wilshire. Even BRT on Exposition would be a feasible alternative.

1
2
3
4

Sincerely,

Joanne and Bruce Dorfman
11008 Ayres Avenue
Los Angeles, CA 90064

Mayor Richard Riordan
Office Of the Mayor
200 North Main Street, Suite 800
Los Angeles, CA 90012

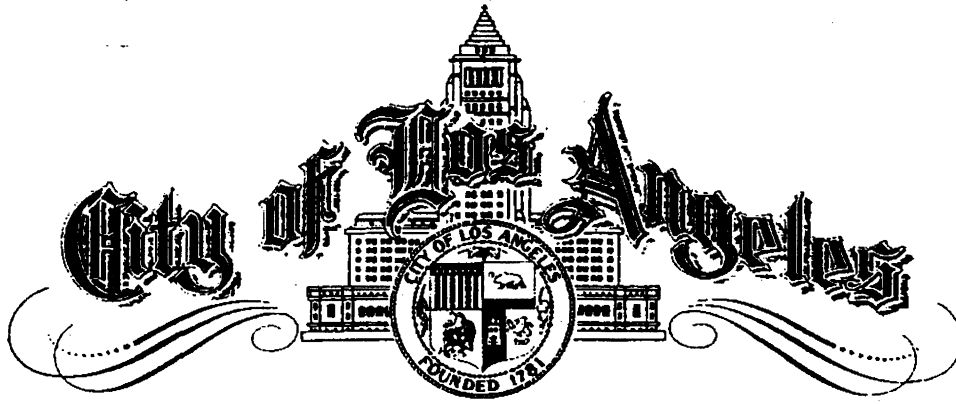
DOT
April 4, 2001

As a resident of Los Angeles County, I would like to state my support of the Exposition light rail. We, the comuters of Los Angeles need an alternative form of transportation, not only for a cleaner environment and better air quality, but also for a more sane, less stressful community. Let's do something about road rage and nightmare traffic jams once and for all.]

Sincerely,



Janette L. Duffy
7020 Lanewood Ave. #211
Hollywood, CA 90028



LOS ANGELES, CALIFORNIA 90012
(213) 847-2489

OFFICE OF THE MAYOR

RICHARD J. RIORDAN
MAYOR

April 12, 2001

Janette L. Duffy
7020 Lanewood Ave. #211
Hollywood, CA 90028

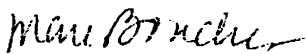
Dear Ms. Duffy:

Thank you for your letter to the City of Los Angeles Mayor's Office regarding the Exposition Light Rail Line. Among the top priorities of Mayor Richard Riordan's Administration is to make Los Angeles a better place to work and live. To attain these goals, government must be accountable to the public that it serves. With this in mind, I have forwarded your letter to the Metropolitan Transportation Authority. If you have any further questions or comments, please contact them at:

MTA
1 Gateway Plaza
Los Angeles, CA 90012
(213) 922-7015

Thank you again for contacting the Mayor's Office.

Sincerely,


Maria Bouchereau
Constituent Services
Office of the Mayor



From: Mid-City WestSide
Sent: Monday, June 11, 2001 8:43 AM
To: 'peter@dukemedia.com'
Subject: RE:

Mr. Duke:

Thank you for your comment on the Mid-City/Westside DEIS/EIR.

We have logged your comment into the record.

We are scheduled to go before the MTA Board on June 28, 2001. The DEIS and a summary of the comments received will be presented. At that time a locally preferred alternative will be selected.

Sincerely,

Mid-City/Westside Project Team

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

From: Peter Duke [mailto:peter@dukemedia.com]
Sent: Sunday, June 10, 2001 8:19 PM
To: peter@dukemedia.com
Subject:

PED (1)

Please Please Please institute light rail on the west side.

It is arguable that the tax payers on the west side generate more than their fair share of transportation dollars.

} 1
} 2

I want light rail, as proposed by Friends 4 Expo Transit.

] 3

Thank You,

Peter Duke
Pacific Palisades, CA



COMMENTS

Please use this page to submit your comments about the Draft Environmental Impact Statement/Report (DEIS/EIR) on the Mid-City/Westside Transit Corridor. You may discuss any aspect of the project in which you are interested.

I am a resident of the Westside Village
 and support the Exposition right of way
 I strongly oppose the Venice-Sepulveda
 Version -

- 1- Sepulveda & Sawtelle B/V. are already
 40's alternate routes -
- 2- Very congested with traffic.

Please use tracks already on
 exposition.

Herbert Duran

3024 Military Ave. 90034
 L.A. Calif.

(If necessary, please continue your comments on the reverse side of this paper.)

To receive information regarding the Mid-City/Westside Transit Corridor DEIS/EIR, please complete the information below.

Name Herbert Duran Phone/Fax _____
 Address 3024 Military Ave
 City/State/Zip L.A. Calif. 90034

Mail sheet by Friday, June 15, 2001 to:

MTA, ATTN: David Mieger, One Gateway Plaza, Mail Stop 99-22-5, Los Angeles, CA 90022
 (310) 366-6443 Fax: (213) 922-3060 E-Mail: MidCityWestside@mta.net

COMMENTS
Page 453

JUN 01 2001

SCANNED
IN RMC

MAED

May 30, 2001

LA County MTA
Attn: David Mieger
1 Gateway Plaza
Mailstop 99-22-5
Los Angeles, CA 90012

Dear Sir;

I am a homeowner in the Westside Village community of Los Angeles. I am vehemently opposed to the **Venice/Sepulveda Diversion** of the Light-Rail system wish is under consideration by the MTA. This diversion would bring excessive traffic into a neighborhood that has schools, narrow streets and limited parking areas. It would have an extremely negative effect on the Westside Village neighborhood and as a homeowner, I intend to do everything possible to stop it. That includes writing letters, and voting against politician in favor of this action.

} 1
} 2

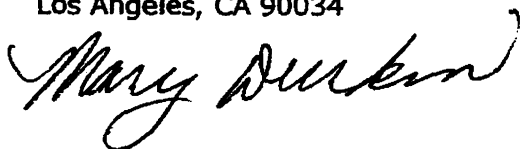
I am in support of finding ways to ease traffic by use of a Light-Rail system in Los Angeles. Such a system would not only improve traffic congestion, but also air quality in our area. However, the Venice/Sepulveda Diversion would only increase traffic congestion and reduce air quality in a very small community such as Westside Village.

} 3

Do not ruin our neighborhood. Please find another route.

} 4

Regards,
Homeowner
Mary Durkin
10860 Kingsland Street
Los Angeles, CA 90034



COMMENTS

Please use this page to submit your comments about the Draft Environmental Impact Statement/Report (DEIS/EIR) on the Mid-City/Westside Transit Corridor. You may discuss any aspect of the project in which you are interested.

Lightrail on Exposition w/ the diversion is great.
Median adjacent Bus on Wilshire

Thanks

Isabelle Duvivier
308 Westminster Ave
Venice 90291

(If necessary, please continue your comments on the reverse side of this paper.)

To receive information regarding the Mid-City/Westside Transit Corridor DEIS/EIR, please complete the information below.

Name _____ Phone/Fax _____

Address _____

City/State/Zip _____

Mail sheet by Friday, June 15, 2001 to:
MTA, ATTN: David Mieger, One Gateway Plaza, Mail Stop 99-22-5, Los Angeles, CA 90012
(310) 366-6443 Fax: (213) 922-3060 E-Mail: MidCityWestside@mta.net

COMMENTS
Page 455



COMMENTS

ME

Please use this page to submit your comments about the Draft Environmental Impact Statement/Report (DEIS/EIR) on the Mid-City/Westside Transit Corridor. You may discuss any aspect of the project in which you are interested.

I AM PLEASED WITH
WHAT I SEE.

BUILD IT.

MAKE IT SNAPPY!

I RIDE DAILY 10

YEARS FROM L.B. TO L.A

CURRENTLY EMPLOYED AT NHA NEAR
USC IN EXD.O. PARK.

(If necessary, please continue your comments on the reverse side of this paper.)

To receive information regarding the Mid-City/Westside Transit Corridor DEIS/EIR, please complete the information below

Name MATTHEW FATMA! Phone/Fax (562) 983-5212

Address 9416 DAISY AVE STUDIO I

City/State/Zip LONG BEACH, CA 90813

CHARLES R. EDELSON

**10334 Wilkins Ave. Los Angeles, CA 90024
(310) 277 1996**

FACSIMILE TRANSMISSION

**To: David Mieger, Project Manager
213 922 3060**

From: Charles R. Edelson

**Subject: Comments on the Mid City Westside
Transit Corridor Draft EIS/EIR
SCH No. 2000051058**

Date: June 14, 2001

Pages to follow: 8

**Comments: I am sending this letter by fax in
addition to sending the hard copy in the mail to be
sure that I do not miss the June 15 cut-off date for
comment on the Draft EIR.**

Charles Edelson

JUN 18 2001

SCANNED
IN RMC

CHARLES EDELSON, P. E.

10334 WILKINS AVE. LOS ANGELES, CA 90024

June 10, 2001

Mr. David Mieger, Project Manager
Mid City / Westside Transit Corridor
Los Angeles County MTA
One Gateway Plaza
MS 99-22-05
Los Angeles, CA 90012

Dear Mr. Mieger,

I am providing this letter of comment and suggestion in response to the Draft EIR for the Mid City / Westside Transit Corridor. I am a resident of the affected area.] 1

This letter is essentially an update of the letter I previously sent you on June 15, 2000 in response to the preliminary plans you presented last year. (My previous letter may be found in the General and Associations Section of the Technical Reports Volume of the Draft EIS/EIR. A copy is also appended.) At that time I pointed out several problems which I anticipated would have a serious detrimental environmental impact on my local neighborhood and I suggested that traffic simulations be run to determine if the impact would be as bad as my professional opinion suggested. Unfortunately, your Draft EIR chose not to respond to my request despite the fact that I am a Professional Engineer registered to practice in the State of California. Instead the DEIR takes the stand that study of any local traffic impacts may be ignored or delayed until after the project has been built. (See Executive Summary, page 31 - Traffic and Circulation - Traffic Diversion (Section 3.2))] 2

I call to your attention that failure to conduct an appropriate environmental impact study even after a serious detrimental impact is called to you attention, is in violation of the California Environmental Quality Act (CEQA) and that any attempt to proceed on the basis of this disregard of the environmental impact of your current plans, makes you, the MTA and the MTA Board vulnerable to legal action under this Act.] 3

In my original letter of June 15, 2000, I stated the following:

"I. I want to call to your attention the possibility of an adverse environmental impact on my immediate neighborhood. I live in the area South of Wilshire, West of Club View Drive, North of Santa Monica Boulevard and East of Beverly Glen Boulevard. This area has already been noted as impacted by the Santa Monica Transit Parkway (SMTP) EIR and traffic mitigation measures have been included in the MTA recommendations for the ATP.] 4

"The plans which you and your staff showed to the public at the May and June open houses includes widening of that section of Wilshire Boulevard West of Comstock Avenue to three traffic lanes in each direction, plus the designated busway, while the section East of Comstock shows two traffic lanes in each direction, plus the busway. Wilshire East of Comstock is a heavily congested traffic zone even with the present three lanes in each direction. My concern is that reduction of the number of lanes from three to two creates the potential for a severe bottleneck for Eastbound traffic at Comstock. If this is the case, a driver who encounters this bottleneck will be tempted to avoid the congestion by turning South on Comstock and proceeding through our single family residential area to Santa Monica Boulevard and then East to Beverly Hills. If the backup is severe enough, the diversion of traffic through residential areas could occur on streets significantly West of Comstock including Beverly Glen, Holmby, Westholme, etc. (There is also the possibility of a similar bottleneck in the Westbound direction, depending on the relative width of Wilshire Boulevard further East in Beverly Hills compared to the Santa Monica to Comstock section.)

6
M

"With this concern in mind, I suggest to you that three steps be taken now:

1. Computer simulation studies should be done to assess the impact of this proposed transition to two lanes not only on Wilshire Boulevard traffic but also in residential areas North and South of Wilshire Boulevard, taking into account the projected increase in traffic levels for the next 10 to 50 years. (Bold added.)

7

2. If the Wilshire Boulevard route is adopted, I believe Wilshire Boulevard should be widened from Comstock Avenue to Santa Monica Boulevard to avoid such a bottleneck. The simulation studies should include this option.

8

3. If Wilshire Boulevard cannot be widened to avoid such a bottleneck, consideration should be given to protective traffic mitigation measures on the North boundary of our neighborhood, such as the chokers recommended by the MTA for the South boundary of our neighborhood, which is Santa Monica Boulevard. The simulation studies should include this option for comparison also.

9

"II. I would further suggest to you that, if not already included, you should study the effect of the proposed East West transit improvements on North South traffic. Improved flow on Wilshire Boulevard and on the SMTP may act as a magnet to draw more San Fernando Valley commuter traffic on to Sepulveda Boulevard, the 405 Freeway, Roscomare Road, Beverly Glen Boulevard, Benedict Canyon, etc.

10

"III. While they do not affect my immediate neighborhood, it is my belief that every reduction in the number of traffic lanes available for passenger vehicles should also be subject to similar studies for impacts on traffic flow on Wilshire Boulevard and for spillover into adjacent neighborhoods. For example, the reduction from three to two lanes from San Vicente to Santa Monica during peak rush hours, when parking is presently prohibited in Beverly Hills, is very likely to severely affect traffic flow and cause spillover to Charleville and Gregory Way.

11

"Similarly, the reduction from four lanes presently, to three planned, at Westwood Boulevard and from three to two from Veteran to the 405 Freeway is likely to seriously affect the rush hour traffic to and from UCLA for this section of highway which has already earned it the title of most heavily traveled in the country. The effect on Westwood Village and the surrounding residential area must be considered. As a member of the Westwood Homeowner's Association Board, I will urge my group to be vigilant on this issue.

12

"It is my belief that no lane reductions should be made on any street where rapid transit is introduced. You and our government elected officials must prove to the electorate that no deleterious effects are being instituted where the assured benefits do not outweigh the obvious harm. I call to your attention the public outrage which ensued when the first Freeway Diamond Lanes were instituted without compensatory widening of the freeways and the hasty reversal which occurred in the face of this public outrage."

13

"As a California Registered Professional Engineer who has been engaged in the practice of Systems Engineering and Operations Research for most of my career, I know full well the advantage of predictive analysis over fixing a problem after it is cast in concrete. Please accept my concerns and suggestions in the spirit in which they are intended, as an aid to your process of providing an optimum design for the citizens of the Westside and all of Los Angeles County."

14

"I urge you, the MTA and the County Supervisors to be extremely sure that the solution adopted is the right solution."

15

"Please call on me if I can be of any further assistance in your difficult studies."

Unfortunately, in the Draft EIR, you have chosen to disregard my request for an environmental impact assessment.

16

Instead the document states (Executive Summary, page 31):

"Traffic and Circulation - Traffic Diversion (Section 3.2) - The loss of left turns combined with the reduction in street capacity could divert traffic on to adjacent residential streets to either avoid points of congestion or to find a route the (sic) avoids a restricted left turn area. Some residential streets close to areas where left - turn pockets are maintained would experience increased traffic due to the diversion of traffic from left turn pockets that are closed. Increases in traffic along residential streets are anticipated in these circumstances. Because the modeling used in this assessment does not included residential streets in the analysis network, it is recommended that a field monitoring program be implemented by local jurisdictions to determine the amount of diverted traffic in residential areas combined with a MTA funded program of Neighborhood Traffic Management Measures."
(Bold added.)

17

I believe that a decision to ignoring a professional engineering opinion (especially one contrary to the opinion of the DEIR that the environmental impact is negligible) and not to perform the

18

computer simulations requested, is itself a violation of the CEQA. Therefore, I call upon you to bring the DEIR into compliance with the CEQA before further action is taken by the MTA Board.

J 18

In addition to ignoring my request for a specific environmental impact, I disagree with several other aspects of the current DEIR:

1. The DEIR should not include the Wilshire BRT in all options presented. The Wilshire BRT should stand or fall on its own merits, and not receive favored status by being included in all potential options. Making use of an existing but unused right-of-way (Exposition Boulevard) adds transit capacity without loss of automobile capacity, while the Wilshire BRT reduces automobile capacity to convert presently used right-of-way to bus capacity. Clearly using available but unused right-of-way is superior to converting one kind of capacity to another. This comparison is precluded by the way in which the Wilshire BRT is made a feature of all possible alternatives examined in the DEIR. If presented in an unbiased manner, Wilshire and Exposition can be more clearly be compared and the choice would be obvious.

19

2. The DEIR makes an apples - oranges comparison to arrive at a favorable assessment of the Wilshire BRT improvement. On page 3.2-50, there is an analysis of the person carrying capacity of Wilshire Boulevard which purports to show that the capacity will be increased by 41% (from 105,000 to 148,000 per day) if BRT Alternative 1 is implemented. However, this figure is based on an average occupancy of 1.32 persons per car while assuming the buses are always fully occupied (135 persons). That is, you compare car OCCUPANCY to bus CAPACITY. If the CAPACITY of the cars were better stated as, say an average of 4 persons each, your 50,000 cars per day would show a capacity of 200,000 people per day instead of the 66,000 shown. If your 105,000 figure were adjusted accordingly, it would be raised to 239,000 persons per day (200,000 plus 39,000 in present buses). Thus the BRT Alternative would show a decrease in capacity from 239,000 to 148,000, a 91,000 person decrease or a 38% decrease. Thus I challenge the performance increase you claim for the Wilshire BRT.

20

3. The impact of UCLA generated traffic is greatly underestimated. Current 20 year planning by the UC Board of Regents calls for significantly increased student and faculty population and increased parking on the UCLA campus. It also calls for decreased support for free bus commuter options. This will inevitably lead to increased person trips, much of which is North South rather than East West oriented. The North South component is not helped at all by the Wilshire BRT. Students and faculty will still need to commute by automobile in the North South direction. At the same time the Wilshire BRT reduces automobile traffic lanes along Wilshire Boulevard between Westwood Boulevard (already the nations busiest intersection) and the major North South arteries, the 405 freeway and Sepulveda Boulevard. This artificially created bottle-neck is a recipe for disaster which is not adequately covered in the DEIR.

21

4. As admitted in the DEIR, North South traffic in general is at least as serious a problem as East West traffic. This DEIR not only does not address this problem, but does not seriously address the negative impact the Wilshire BRT will create on the existing and growing North South traffic at locations other than those near UCLA as described above. The DEIR does not

22

adequately address the impact the BRT will have on North South canyon traffic such as Mandeville, Beverly Glen, Coldwater, Benedict, Laurel, etc.

5. The basis for the Wilshire BRT concept is the favorable performance of the Curitiba system. Curitiba is a much smaller city than Los Angeles county from downtown Los Angeles to the City of Santa Monica. Yet even Curitiba is now considering the need for major upgrades and changes to light rail because of the deleterious effect the Curitiba bus system has had on cross traffic flow. They are seriously considering that a train of light rail cars provides much better capacity with much less cross flow disruption than the system of many busses with priority at signals. **If Curitiba, with only modest size, has had second thoughts based on their problems, what assurance do we have that the Wilshire BRT, serving a much larger population with much more dense cross traffic, will succeed?**

Sincerely yours,



Charles R. Edelson
Professional Engineer

SCANNED
IN RMC

May 31, 2001

RE

Mr. David Mieger
LA County MTA
1 Gateway Plaza
Mailstop 99 - 22 - 5
Los Angeles, CA 90012

Dear Mr. Mieger,

We are writing you in regards to the proposed Light Rail system on the west side of Los Angeles.

] 1

We support the proposed Light Rail system - following the Exposition Boulevard route - a route that has been there for over 60 years that we know of. This land is already under control of the MTA and people who live nearby this route have known that the tracks are there for a reason. Why not use those existing tracks for this system?

] #2

A new proposal for a diversion running along Sepulveda Boulevard and Venice Boulevard is both impractical and, we feel, would be more costly. Traffic congestion during construction of this Venice/Sepulveda Diversion would be horrendous.

] #3

Please reconsider the original route following Exposition Boulevard for this new Light Rail system.

] 4

Thanks for your help.

Sincerely,

Robert Edwards
Mary Louise Edwards

Robert and Mary Louise Edwards
3126 Glendon Avenue
Los Angeles, CA 90034

P.S. Robert is a 58 year resident and Mary Louise is a 35 year resident of West Los Angeles.

TEI

May 31, 2001

Mr. David Mieger
LA County MTA
1 Gateway Plaza
Mailstop 99 - 22 - 5
Los Angeles, CA 90012


Dear Mr. Mieger,

I support the proposed Light Rail system on the west side of Los Angeles. This system could provide many people with a choice of foregoing their automobiles as they go to and from their workplaces.] 1

I am, however, opposed to the proposed Venice/Sepulveda Diversion, bringing the Light Rail system through both of those streets. The existing Exposition Boulevard right-of-way would provide a more direct route for this project.] 2

Thanks for listening to my opinion.

Sincerely,



Todd Edwards
3137 Glendon Avenue
Los Angeles, CA 90034

From: Mid-City WestSide
Sent: Thursday, June 07, 2001 4:28 PM
To: 'e h'
Subject: RE: Exposition Right of Way

Thank you for your comment on the Mid-City/Westside DEIS/EIR.
We have logged your comment into the record.

We are scheduled to go before the MTA Board on June 28, 2001. The DEIS and a summary of the comments received will be presented. At that time a locally preferred alternative will be selected.

Sincerely,

Mid-City/Westside Project Team

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

From: e h [mailto:ehg21@yahoo.com]
Sent: Thursday, June 07, 2001 12:12 PM
To: seconddistrict@bos.co.la.ca.us; midcitywestside@mta.net;
rriordan@mayor.lacity.org; zev@bos.co.la.ca.us
Cc: wowhoa15@hotmail.com
Subject: Exposition Right of Way

EHG(1)

This is to let you know as a resident in West Los Angeles, at Military and Exposition, I FULLY SUPPORT Alt.1. Wilshire has a proven ridership. Rapid Bus on Wilshire cannot keep up with the demand. Wilshire Blvd. transit is used by resident and tourist. Expo does not have activity centers to support the predicted ridership. The Expo ridership INCREASED with the detour when it went down commercial not residential areas. Too costly to properly mitigate. IT IS PRUDENT TO CHOOSE ALT. 1.

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I appreciate your support in this issue.

Thanks

Do You Yahoo!?
Get personalized email addresses from Yahoo! Mail - only \$35 a year! <http://personal.mail.yahoo.com/>



COMMENTS

Please use this page to submit your comments about the Draft Environmental Impact Statement/Report (DEIS/EIR) on the Mid-City/Westside Transit Corridor. You may discuss any aspect of the project in which you are interested.

I am opposed to BRT ^{on Wilshire} through the Miracle Mile. Taking over two lanes of traffic and removing left-turn lanes will create needless congestion and negatively impact traffic flow on neighborhood streets. Moreover, the ^{businesses} ambience of an area that is only now being restored would be destroyed. Finally, the BRT would be dangerous in an area that is trying to encourage pedestrians.

I support light rail down Exposition and a subway down Wilshire.

(If necessary, please continue your comments on the reverse side of this paper.)

To receive information regarding the Mid-City/Westside Transit Corridor DEIS/EIR, please complete the information below.

Name Ellen Echlin Phone/Fax _____

Address _____

City/State/Zip _____

Mail sheet by Friday, June 15, 2001 to:

MTA, ATTN: David Mieger, One Gateway Plaza, Mail Stop 99-22-5, Los Angeles
(310) 366-6443 Fax: (213) 922-3060 E-Mail: MidCityWestside@mta.net



Los Angeles County Metropolitan Transportation Authority
Mid-City/Westside Transit Corridor
Draft Environmental Impact Statement/Report

U.S. Department of Transportation
Federal Transit Administration

COMMENTS

Please use this page to submit your comments about the Draft Environmental Impact Statement/Report (DEIS/EIR) on the Mid-City/Westside Transit Corridor. You may discuss any aspect of the project in which you are interested.

TO ALL CONCERNED,

WE SUPPORT THE "ALTERNATIVE 1" ROUTE WITH
HEAVY RIDERSHIP AND MAJOR DESTINATIONS] 1

EXPOSITION DOES NOT SERVICE HIGH DENSITY
ACTIVITY CENTERS] 2

LRT TOO COSTLY TO BUILD, MAINTAIN] 3

IT WILL HAVE A NEGATIVE IMPACT ON MY LIFE
AND MY FAMILY] 4

THE TRAFFIC INCREASE IS A CONCERN
FOR SAFETY REASONS] 5

INCREASE IN NOISE IS ALSO A GREAT CONCERN] 6

(If necessary, please continue your comments on the reverse side of this paper.)

To receive information regarding the Mid-City/Westside Transit Corridor DEIS/EIR, please complete the information below.

Name ANDREA, PATRICK ELISEYAN Phone/Fax EMAIL:
Address 10927 EXPOSITION BLVD ANDREAPATRICK@MAC.COM
City/State/Zip LA CA 90064

Mail sheet by Friday, June 15, 2001 to:
MTA, ATTN: David Nieger, One Gateway Plaza, Mail Stop 99-22-5, Los Angeles, CA 90012
(310) 366-6443 Fax: (213) 922-3050 E-Mail: MidCityWestside@mta.net

Thank you for your comment on the Mid-City/Westside DEIS/EIR.

We have logged your comment into the record.

We are scheduled to go before the MTA Board on June 28, 2001. The DEIS and a summary of the comments received will be presented. At that time a locally preferred alternative will be selected.

Sincerely,

Mid-City/Westside Project Team

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

From: Phyllis Elliott [mailto:pelliott@mx1.luxurylink.com]

Sent: Friday, June 15, 2001 2:53 PM

To: MidCityWestside@mta.net; SecondDistrict@bos.co.la.ca.us;

FifthDistrict@bos.co.la.ca.us; don@bos.co.la.ca.us;

molina@bos.co.la.ca.us; zev@bos.co.la.ca.us; Rriordan@mayor.ci.la.ca.us;

bernson@c12.ci.la.ca.us; jlgaspi@aol.com; jwalden@mayor.lacity.org;

fasanajr@pcmagic.net; froberts@cityoflancasterca.org; BeAPro@aol.com;

pam-oconnor@santa-monica.org; friends4expo@aol.com

Subject: Your vote on the Exposition proposal

PE (1)

I am writing to you in your capacity as a member of the MTA Board and thank you for your consideration.

Do you believe we can restore the clean, effective transit network Los Angeles enjoyed before the red cars were disabled?

As you look ahead into the new century, can you envision the smooth shuttling of tens of thousands of people on a light rail system crisscrossing the city to major destination points? Or do you see eternal gridlock, diminished productivity, ever-increasing pollution, and concomitant outbursts of road rage?

We voters approved a sales tax assessment for light rail construction, and are trusting you to achieve it for us. Sixty miles of rail is a good beginning. To accommodate the forecast population increase, MTA's Long Range Plan should provide three times as much rail service by 2025, starting with the Exposition line.

I urge you to abandon the proposals for cumbersome busways, and instead, to develop the Rapid Bus service and begin construction on the existing Exposition right-of-way. It will not only connect Westside residents with the rail lines branching to other regions of the County, but will in turn provide accessibility to Westside jobs, churches, cultural events and recreation for people everywhere.

The Exposition right-of-way is ready to use, and the people of Los Angeles are waiting to use it. Please vote to proceed.

Sincerely,
Phyllis Elliott

1
2
3
4
5

From: Mid-City WestSide
Sent: Tuesday, June 19, 2001 10:31 AM
To: 'Phyllis Elliott'
Subject: RE: Your vote on the Exposition proposal

Ms. Elliott:

JUN 11 2001

Epstein Trusts

10601 Wilshire Blvd. • Los Angeles, CA 90024-4518 • 310.474.4036 • Fax: 310.470.6480

NE

June 7, 2001

Mr. David Mieger
Project Manager
Los Angeles County MTA
Mail Stop 99-2-5
Los Angeles, CA 90012

Dear Mr. Mieger:

As a resident of Wilshire House, home to approximately 100 people and employer to over 80 people, located at the intersection of Wilshire Blvd. and Westholme Ave, I strongly oppose the proposed installation of the Wilshire Bus Rapid Transit (BRT) by the MTA.

} 1

I join with other residents of the Wilshire Corridor in emphasizing the fact that speeding buses in exclusive lanes will only add to the congestion of Wilshire Blvd. This proposal is dangerous and destructive. The negative safety and environmental impact of this proposal on the residents and employees of the Corridor overwhelmingly outweighs its benefits.

} 2

I encourage you to consider proceeding with the installation of a Light Rail system along Exposition Blvd. This is a much more sensible alternative with the potential to genuinely relieve the traffic congestion as the Westside grows without being detrimental to this residential community.

} 3

Yours truly,

Nancy F. Epstein
Nancy F. Epstein

Sincerely,

Nancy F. Epstein



COMMENTS

Please use this page to submit your comments about the Draft Environmental Impact Statement/Report (DEIS/EIR) on the Mid-City/Westside Transit Corridor. You may discuss any aspect of the project in which you are interested.

MTA

Mr. David Mieger,

We are strongly opposed to any transportation on Sepulveda Blyd. And Exposition Row. The only thing we will support is the 2 1/2 bike path from Venice and Robertson Boulevards to Sepulveda Boulevard.

(If necessary, please continue your comments on the reverse side of this paper.)

To receive information regarding the Mid-City/Westside Transit Corridor DEIS/EIR, please complete the information below

Name Greg Ewer Phone/Fax 310-415-4254

Address 2537 cotner ave

City/State/Zip Los Angeles 90064

Mail sheet by Friday, June 15, 2001 to:
MTA, ATTN: David Mieger, One Gateway Plaza, Mail Stop 99-22-5, Los Angeles, CA 90012
(310) 366-6443 Fax: (213) 922-3060 E-Mail: MidCivWestside@mta.net



(LKL)

COMMENTS

Please use this page to submit your comments about the Draft Environmental Impact Statement/Report (DEIS/EIR) on the Mid-City/Westside Transit Corridor. You may discuss any aspect of the project in which you are interested.

MTA

Mr. David Mieger,

We are strongly opposed to any transportation on Sepulveda Blvd. And Exposition Row. The only thing we will support is the 2 1/2 bike path from Venice and Robertson Boulevards to Sepulveda Boulevard.

(If necessary, please continue your comments on the reverse side of this paper.)

To receive information regarding the Mid-City/Westside Transit Corridor DEIS/EIR, please complete the information below

Name Cindy Erickson Phone/Fax (310) 613 9678
 Address 4281 Edwards St
 City/State/Zip LA, CA 90034

Mail sheet by Friday, June 15, 2001 to:
MTA, ATTN: David Mieger, One Gateway Plaza, Mail Stop 99-22-5, Los Angeles, CA 90012
(310) 366-6443 Fax: (213) 922-3060 E-Mail: MidCityWestside@mta.net

Michael & Donna Ernstoff
11940 Victoria Avenue
Los Angeles, CA 90066-3216
310-398-3572 / m.ernstoff@ieee.org

SCANNED
IN RMC

08 June 2001

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

Re Mid-City / Westside Transit Corridor Draft Eis/EIR

Dear Sir:

I have reviewed the Mid-City / Westside Transit Corridor Draft Eis/EIR and strongly support option 3, the completion of the Exposition Light Rail Transit alternative to the Santa Monica terminal.] 1

Re issue #8, Expo BRT/LRT Sepulveda Boulevard Shared Lane. - I believe that a dedicated right of way is necessary to avoid congestion during the rush hour periods even if it means sacrificing on-street parking spaces. Perhaps some of the problems could be mitigated by:] 2

- Running the north bound BRT/LRT up Sepulveda and the southbound down Sawtelle.
- Coordinating the building of the BRT / LRT facilities with the reported plans to widen the San Diego freeway in that area.

Very truly yours,


Michael Ernstoff



SE

COMMENTS

Please use this page to submit your comments about the Draft Environmental Impact Statement/Report (DEIS/EIR) on the Mid-City/Westside Transit Corridor. You may discuss any aspect of the project in which you are interested.

I am a resident of the West of Westwood HOA and I support Alt. 1.

] 1

Buses are more flexible. Rail is fixed. Buses can deviate from the line to avoid sensitive areas such as schools and homes rail cannot.

] 2

There is a proven ridership on Wilshire. The Wilshire Rapid Bus can not keep up with the demand.

] 3

It travels through activity centers that service the people of Los Angeles and tourist.

] 4

Exposition Blvd. does not do that.

] 4

The Expo ROW goes through neighborhoods. The detour on Expo proved that going through Commercial Zones and not neighborhoods increases the ridership.

] 5

Until Expo ROW's detour travels through more commercial than residential areas it should not be developed.

] 6

The Wilshire Rapid Bus and Expo ROW parallel each other in Santa Monica. If you develop Expo ROW Santa Monica will have two rapid lines to it and Venice none.

] 7

Mitigating the negative impact Expo ROW will have on residential neighborhoods will be too costly. Money can better be used on Wilshire.

] 8

Develop the route that services more people.

] 9

(If necessary, please continue your comments on the reverse side of this paper.)

To receive information regarding the Mid-City/Westside Transit Corridor DEIS/EIR, please complete the information below.

Name Shirley Evans Phone/Fax 310/474 7046

Address 2534 VETERAN AV

City/State/Zip LOS ANGELES CA 90064

Mail sheet by Friday, June 15, 2001 to:
MTA, ATTN: David Nieger, One Gateway Plaza, Mail Stop 99-22-5, Los Angeles, CA 90012
(310) 366-6443 Fax: (213) 922-3060 E-Mail: MidCityWestside@mta.net



HEC13

COMMENTS

Please use this page to submit your comments about the Draft Environmental Impact Statement/Report (DEIS/EIR) on the Mid-City/Westside Transit Corridor. You may discuss any aspect of the project in which you are interested.

I am a resident of the Westwood Garden Civic Organization and I **DO NOT SUPPORT**
ALT 3 I SUPORT ALT. 1] 1

There is a proven ridership on Wilshire. The Wilshire Rapid Bus can not keep up with the demand.] 2

It travels through activity centers that service the people of Los Angeles and tourist.] 3

Exposition Blvd. does not do that.

The Expo ROW goes through neighborhoods. The detour on Expo proved that going through Commercial Zones and **not neighborhoods** increases the ridership.] 4

Until Expo ROW's detour travels through more commercial than residential areas it should not be developed.] 5

The Wilshire Rapid Bus and Expo ROW parallel each other in Santa Monica. If you develop Expo ROW Santa Monica will have **two** rapid lines to it and Venice none.] 6

Mitigating the negative impact Expo ROW will have on residential neighborhoods will be too costly. Money can better be used on Wilshire.] 7

Develop the route that services more people.] 8

(If necessary, please continue your comments on the reverse side of this paper.)

To receive information regarding the Mid-City/Westside Transit Corridor DEIS/EIR, please complete the information below.

Name HABTNESH SZRA/MARTIN REINER Phone/Fax 310/474-8240
 Address 2568 MIDVALE AVE
 City/State/Zip LOS ANGELES CA 90064

Mail sheet by Friday, June 15, 2001 to:

MTA, ATTN: David Mieger, One Gateway Plaza, Mail Stop 99-22-5, Los Angeles, CA 90012
 (310) 366-6443 Fax: (213) 922-3060 E-Mail: MidCityWestside@mta.net