

Shirley Baskin Familian
10380 Wilshire Boulevard
Los Angeles, California 90024

MAY 16 2001

SCANNED
IN RMC

May 14, 2001

David Meger, Project Mgr.
Los Angeles, CA 90022

SHFCU

Dear Mr. Mieger,

As homeowners on the
Wilshire Corridor we are
very much opposed to the
project of making Wilshire
Boulevard an enormous
bus route with two to four
bus lanes. It is an unsafe
idea which will cause more
accidents, cause serious grid-
lock, and raise our noise
and distress level.

Sincerely yours,
Shirley and Isadore Familian



HF(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.

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 DAVID H. FARAJ Phone/Fax 310 390-8301
Address 3718 TULLER AVE
City/State/Zip W. LOS ANGELES, CA 90034

DAVID MIEGER

June 1, 2001

Dear Mr. Mieger,

We are residents of the Westside Village area. We support light-rail and the proposed Exposition Blvd. route. We are opposed to the Venice / Sepulveda diversion which would only add congestion to an already busy and congested area, add immense cost and would serve no real purpose.

Please reconsider building the Venice / Sepulveda diversion.

Yours Truly,

DFaulk

Butch J. Faulkner

Thomas L. Faulkner

From: Mid-City WestSide
Sent: Monday, June 11, 2001 9:24 AM
To: 'Michael Fell'
Subject: RE: Proposed Culver City MTA Train Route

Mr. Fell:
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: Michael Fell [mailto:mjfell@hotmail.com]
Sent: Monday, June 11, 2001 9:18 AM
To: MidCityWestside@mta.net; david@fold-a-goal.com; ad747@lafn.org;
carolgcc@aol.com; steve@stevenrose.com; ewolkowitz@rdblawcorp.com
Subject: Proposed Culver City MTA Train Route

MFC(1)

To whom it may concern,

I am totally opposed to the proposed train route through Culver City on National Blvd. I have NO desire to have a train passing within a few hundred yards of my residence throughout the day. I encourage all of you to vote AGAINST this proposed train route.]

Thanks,

Michael J. Fell
Registered Voter

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



Donald Ferguson

1194 W 27th Street ~ Los Angeles, California, 90007 ~ U S A
email: DFergusonsart@msn.com

MAY 18 2001

May 15, 2001

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

RE: Exposition Blvd. EIS/EIR

Dear Mr. Mieger:

I would like to voice my support for the proposed Exposition Blvd. light rail project. Los Angeles needs to rapidly expand its public transportation network. Light rail for the exposition corridor makes sense. The right of way is already in place. I urge the MTA Board not to give undue credence to the Nimbys who oppose it.

} 1

I have been fortunate in my lifetime to have traveled widely on three continents. Every great city in the world and even many third world cities have adequate public transportation systems and I have used them when traveling. Los Angeles does not. And we can never consider ourselves to be a great city until a comprehensive public transportation network is built.

} 2

Non-polluting light rail is the preferred way to go along the Exposition Blvd. route. I am opposed to buses. We don't need more buses.

} 3

I also would like to comment regarding USC's proposal for tunneling along the frontage with the University which would add greatly to the cost. USC's rationale is disingenuous at best. As a long time resident of the University area I am keenly aware of the University's and USC students' patterns of movement. Except for parking along Exposition Blvd., USC students have almost no daily contact with the Exposition Park area. There is a great deal of movement during sports events and the occasional graduation ceremony. In fact during these events there is no available parking for residents in my neighborhood which is over a mile North of the Coliseum because the event goes hog the parking. Tunneling the light rail (or busway) would not solve that problem.

} 4

It would make more sense and be cheaper to create pedestrian tunnels under the right of way to be used for these events. More parking facilities are also needed, both North and South of Exposition. The tunneling money would far better spent by creating pedestrian tunnels and ameliorating the parking situation.

} 5

I am looking forward to the day when I can give up my car because I will be able to get around by public transportation as I have in many world capitals.

Los Angeles also needs incentives to get people out of cars and into public transportation. Car-pooling is not the answer, More busses is not the answer.

We need subways and light rail. Some say we can not afford it. I say we can not afford not to complete an adequate rail network.

Why not begin to think of ways to get people out of cars. For example, give them a financial incentive. Make the network free during peak freeway hours. My home is not far from the I-10 and its congestion is well known.

The Exposition corridor could/would alleviate the I-10 traffic. Less traffic = less smog. Please complete the Exposition light rail project.

Yours sincerely,

cc:

Supervisor Yvonne Brathwaite Burke
Supervisor Zev Yaroslavsky
Supervisor Michael D. Antonovich
Councilman Mark Ridley-Thomas
Candidate Antonio Villaraigosa
West Adams Heritage Association

JUN 13 2001

6-8-01

SCANNED
IN RMC

EFELE

LA County MTA
1 Gateway Plaza
Mailstop 99-22-5
Los Angeles, CA 90012
Attn: David Mieger

Dear Mr. Mieger:

I am writing today to let you know that, as a Westside Village Homeowner, I am very opposed to the Venice/Sepulveda Division of the Light-Rail System. The area around Venice & Sepulveda is so highly congested and densely populated, that the Division makes no sense. While I am in support of Light-Rail System overall, I can not support the planned Venice/Sepulveda Division because the original Exposition Blvd. Plan makes the best sense overall.

Thank you for your consideration.

Sincerely,
Ezra H. F. Hunt

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: Barbara Filet [mailto:barbarafilet@earthlink.net]

Sent: Wednesday, May 30, 2001 9:32 PM

To: midcitywestside@mta.net

Subject: <no subject>

BFC(1)

I am very excited by the prospect of light rail on the Expo right-of-way. Light rail can transform a cityscape as no busway can, because it is hardwired in and so developers can bank on its being there. It is a long-term commitment. There will then be the opportunity to densify around the rail line. With the right mixed-use development, people may be able to do without their cars, especially if there are convenient bikeways to the rail and alongside the rail and secure bike parking lots. The rail line should get priority at all intersections with auto roads, because the train and its riders are kinder to the environment. They should get more respect and status as a result, and autos should defer to them.

A rapid busway on Wilshire is a mixed blessing if parking for businesses has to be sacrificed. I would rather see an elevated monorail, or more ways that the busses can prevail within auto traffic for a speedy trip by controlling stop lights. I have ridden the Rapid busses and am dismayed that they do not have the power to keep lights green. Busses should also get priority treatment because they carry more riders. They should rule the road and always prevail over autos. Let's get our values straight!

BF(1)

From: Salazar, Mariana
Sent: Thursday, May 31, 2001 4:50 PM
To: 'Barbara Filet'
Subject: RE: <no subject>

Ms. Filet:

Martha B. Fink

VEI (1)

SCANNED
IN RMC

3166 SEPULVEDA BOULEVARD, APT. 29
WEST LOS ANGELES, CALIFORNIA 90034-4222

5/19/01

Mr. David Metzger -
LA County MTA

I am strongly opposed to
your idea of having a
line here on Sepulveda -

I was at the meeting at
the V.A. hospital - saw
the slides - and have the
info:

My Vote

No

Martha Fink

June 12, 2001

SCANNED
IN RMC

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

JUN 22 2001

Re: Wilshire Bus Rapid Transit and Exposition Transitway

Dear Mr. Mieger,

Although the following text was written to be directed to members of the MTA Board, it is my hope that you might find its comments useful. 1

I would like to believe that we are facing the new millennium with hope and foresight. With Southern California producing the greater share, the economy of our state has just become the sixth largest in the world surpassing that of France. Unfortunately we seem to be facing a promising future like lemmings headed into the sea. Our elected officials, instead of leading us away from the danger, have allowed the stampede of lemmings to lead them. The most obvious example of this trend is our current crisis caused by the defective deregulation of our state's utilities. 2

The MTA Board has painted itself into a corner by its failure to properly supervise the construction and costs of the Metro Red Line. Indeed, the Board further tied its hands by its tacit admission of the inability of Board members to control its construction projects by its lack of opposition to, and the active support of a certain Board member for, the initiative preventing the use of Proposition A monies for future subway construction; thus limiting future transit options. The widescale popular lack of confidence in the board caused the state to enact legislation forming the Pasadena Blue Line Construction Authority, and that Authority appears, so far, to be able to do what the MTA Board has been unable to do: build a rail line within budget and on schedule. 3

Our transit problems cannot be solved by any one mode of transportation. There is no "magic bullet" solution. Even at the opening of the Arroyo Seco Parkway over 60 years ago, the engineers responsible for its construction warned that parkways, freeways in our modern terminology, would not solve our transit problems. Today, as admitted by Caltrans, we live in an era of freeway saturation in urban areas. Buses are the obvious and economically sound answer to lightly patronized transit corridors. But the slight savings in the cost of construction of busways is offset by the higher operating costs of more heavily patronized corridors. Light rail, where its right of way does not require the purchase of already developed land, is a viable alternative in high density transit corridors. The moderately increased cost of light rail construction over that of a busway is off set by its lower operating costs. 4

The MTA Board now has the opportunity to redeem itself within the options left open to it. Unfortunately the Wilshire Bus Rapid Transit plan is unrealistic. Not that the need for rapid transit on this corridor or that the concept of a busway, per se, is unrealistic, but that there is just too much popular opposition to any restriction of automobile traffic and parking on Wilshire Boulevard for the plan to succeed. The other Mid-city/Westside Transit Corridor, the Exposition Transitway is realistically viable. Indeed, with the difficulties facing the Wilshire Bus Rapid Transit proposal, the construction of the Exposition Transitway becomes imperative. 5

COMMENTS
Page 486

I strongly believe that the Exposition Transitway should be constructed as an LRT rather than a busway. First, the projected ridership of the Exposition Transitway alone justifies its construction. With the difficulties of providing rapid transit along the Wilshire corridor, the Transitway will probably also carry much of the ridership projected for the Wilshire Bus Rapid Transit proposal. Secondly, with the exception of a small group in Cheviot Hills, the construction of this LRT has wide popular support along the Transitway route. Thirdly, by the MTA's own estimates, the construction of an LRT on this transit corridor would cost less than the construction of a busway. The LRT option is in my view the best use of our tax dollars. Fourthly, additional savings would be derived from the lower costs of operating such an LRT. Fifthly, LRT vehicles would cause far less air pollution than the number of buses required to carry the same transit load no matter how emissions-efficient they would be. Sixthly, further advantages would be that such an LRT would provide a future junction with the proposed and promised Crenshaw LRT as well as an even more distant future Valley/Westside/LAX transit corridor.

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The area to be served by the Exposition Transitway, as well as the rest of the Los Angeles basin, is no longer composed of small urban areas separated by undeveloped or agricultural land areas. The present average population density per acre of the MTA's service area is higher than that of many cities which have better transit services than we do. The recent revival of the transit thinking regarding this area which was prevalent immediately after the end of World War II should be recognized as outdated and not relevant to the present status of this area and its needs. The MTA Board is now at its Rubicon. It can continue running within the mass of lemmings head-long into the sea, as it has for the past few years, or it can become its leader and change its direction. Using the advice of its assembled, well qualified staff, the Board now needs to cross its Rubicon educating the public and providing the infrastructure which will guarantee future growth both in population and economy as well as providing for the quality of life for those living in the area.

13

Sincerely,



Rev. Jack Finn
3088 Roderick Place, Apt. A
Los Angeles, CA 90065-3714



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

U.S. Department of Transportation
Federal Transit Administration

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 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 DIANE FINE Phone/Fax 310 474-6570

Address 12736 ESTER AVE

City/State/Zip L.A. C.A 90064

Mail sheet by Friday, June 15, 2001 to:
MTA, ATTN: David Mejer, 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 13 2001

SCANNED
IN RMC

2132 Montana Avenue #C
Santa Monica, CA 90403
(310) 453-4950

June 11, 2001

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

Dear Mr. Mieger:

This letter is to express my support for Alternative #3 as discussed in the Mid-City/Westside Transit Corridor Draft EIS/EIR with one exception. I do not support the diversion of the line from the edge of Cheviot Hills onto Venice & Sepulveda.

As a young girl I grew up on Northvale Road which is directly across the street from the Exposition track that runs on the edge of Cheviot Hills. It was always very exciting for all of the kids in the neighborhood to watch the train as it went by. This early exposure to rail (even though this was a freight train) was the key thing that sparked my curiosity to search out and ride trains in other cities all over the world.

I am very pleased to be able to support the efforts of the MTA to bring light rail to Los Angeles and especially the Westside area.

After much research and many conversations with other residents I would like to request that the MTA reconsider and study in a serious way keeping the Exposition LRT on its original route through the edge of Cheviot Hills. The costly diversion onto Venice and Sepulveda is just not logical or practical. Everyone along the original route bought their house with full knowledge that the rail tracks were there and would be used someday. I want to work together with the MTA to alleviate traffic and have the Exposition rail line be a good neighbor also.

Thank you for your hard and thorough work on this exciting project.

Yours truly,


Cathie Flanigan

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Sent: Tuesday, June 19, 2001 10:31 AM
To: 'PATSYFLAN@aol.com'
Subject: RE: Light Rail

Ms. Flanigan:
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: PATSYFLAN@aol.com [mailto:PATSYFLAN@aol.com]
Sent: Friday, June 15, 2001 3:02 PM
To: MidCityWestside@mta.net
Subject: Light Rail

PF(1)

Los Angeles County MTA,
I am a resident of Cheviot Hills. In fact my house on Northvale Rd. is across from the old Pacific Electric right-of-way. I have lived here for 40 years.

Please note that I am very concerned about the developing grid-lock on the Santa Monica freeway. A clean, quiet, safe, light rail line on the existing right-of-way would provide an alternative to more and more pollution as the freeway stagnates.

It is important; however, that there be separation at grade crossings and that the right-of-way be kept clean and landscaped.

You may add my name to those HIGHLY IN FAVOR OF LIGHT RAIL, NOT BUSES!

Patsy Flanigan, 10521 Northvale Rd., Los Angeles, CA 90064

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] 2
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PF(1)

From: Mid-City WestSide

COMMENTS
Page 491

May 22, 2001

KFL (1)

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

Dear Mr. Mieger:

I have only today learned of the planned installation of a parking lot on the north side of Exposition Boulevard between Sepulveda Boulevard and Military Avenue.] 1

Although the papers I saw did not indicate any other installations than the parking lot, I must surmise that some sort of facility is intended for the area, since the businesses between Exposition and Pico Boulevards in the area all have their own parking lots, which do not tend to overflow. I assume that some sort of intracity train station is intended for the area adjacent to the proposed lot, but that could be installed only at the expense of seizure of land now used by local businesses on Sepulveda Boulevard and Military Avenue.] 2

If not a train-related facility, then are your plans to use the proposed lot for Park-And-Ride users of expanded bus service on Pico Boulevard? Either way, it would disrupt the peace of the neighborhood.] 3#

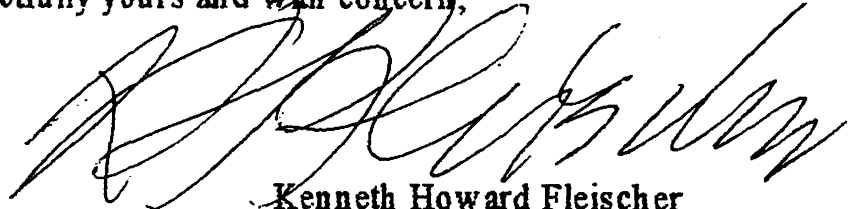
The traffic using this lot would produce noise entirely improper for a residential neighborhood. You may not be aware of this, but Exposition Boulevard, here, is strictly a narrow residential street, one with no businesses located on it and no business driveways emptying onto it. The proposed lot would change this by adding a busy driveway emptying onto that residential street midway between Tilden and Bentley Avenues, generally annoying residents and increasing the danger to children who play in their front yards.] 4#

The proposed lot would come at the expense of the plantings of oleanders along the old rail right-of-way, further reducing the sense of security and privacy in the neighborhood. Indeed, nothing in the plan I saw allowed for even a cinder-block sound-barrier fence. Are my neighbors to have their dinners interrupted by the noises of auto motors starting, loud conversations of commuters, and doors slamming? What of their sleep, when bus or rail passengers unboard at night?] 5

I am opposed to the proposed parking lot and any future loading platforms or station, and I am especially piqued by the proposed driveway that would face directly into a neighbor's front yard.] 6

Has your organization no respect for the peace of mind of my neighbors? Or for the relative quiet of a residential street?] 7

Respectfully yours and with concern,



Kenneth Howard Fleischer
2642 S. Bentley Ave.
Los Angeles, Calif. 90064
(310) 478-8457
FIRSTABOREAN@worldnet.att.net

Read *Murfi*, now available for download in .pdf format from 1stBooks Library for only \$4.95. Use the following URL:

<http://www.1stbooks.com/cgi-bin/1st?partner~1st|type~3|Data1~4558>

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

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Sincerely,

Mid-City/Westside Project Team

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

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

Sent: Sunday, June 10, 2001 2:55 PM

To: midcitywestside@mta.net; david@fold-a-goal.com; as747@lafn.org; CAROLGCC@aol.com; steve@stevenrose.com; ewolkowitz@rdblawcorp.com

Cc: flickerk@le-waters.com

Subject: MTA Train on National????!!!!??????

KF(1)

As resident living near this proposed disaster, I demand to know what is going on with the supposed MTA train that, if approved, will run through my neighborhood.

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I'm concerned about a decrease in property values, noise pollution, a safety hazard for my children, property damage due to vibration, etc., etc.,

WHAT IS THE BENEFIT TO CULVER CITY FOR ALLOWING THIS TO OCCUR????!!!!

When is the City Council meeting on this?

Why wasn't I notified of this?

DO NOT UNDER ESTIMATE THIS NEIGHBORHOOD'S ABILITY TO ORGANIZE AGAINST THIS NIGHTMARE!!!!!!!!!!!!!!!!!!!!

If you, Mr. Mieger, do not have the guts to answer this email, I'd appreciate my elected Culver City Officials to give me some answers now!

Please respond via e-mail.

Sincerely,

Kevin G. Flicker

KF(1)

From: Mid-City WestSide
Sent: Monday, June 11, 2001 8:30 AM
To: 'FlickerK@aol.com'
Subject: RE: MTA Train on National???!!!??????

Mr. Flicker:



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

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 that going through Commercial Zones and **not neighborhoods** increases
 the ridership.] 4

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 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 Edith Flores Phone/Fax 310 445-8765
 Address 2567 Midvale Ave
 City/State/Zip LA, CA 90064



MEB

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.

1. I Favor the light rail corridor on exposition blud. (Alternative #3)
2. Since I reside in Santa Monica I have specific comments about the routing in Santa Monica.
 - a.) The mixed lane use of the inner lanes of Olympic Blvd between 11th street & 20th st. is incorrect: the median is wide enough to carry both tracks & trees. Move the tracks onto the median and preserve the 2 lanes on Olympic
 - b.) There needs to be an overpass over Cloverfield Blvd @ Olympic. The station to the west of there is well sited but the recently widened Cloverfield/Olympic intersection already creates gridlock back to I-10 down the onramp back up to Bundy. Separating light rail & cars at this intersection is critical
 - c.) Coordinate the terminus in Santa Monica with the Santa Monica city new Civic Center plan. Its very important that there be a direct pedestrian link to the Santa Monica Pier, to city Hall and the Civic Center building

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

Name Mario Fonda-Bonardi Phone/Fax 310-349-3714
 Address 2421 2nd Street
 City/State/Zip Santa Monica CA 90405



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 7, 2001

I am a resident of Hancock Park and live one block from Sixth Street and two blocks from Wilshire Blvd. My concerns with the BRT system are:

- 1) The heavier traffic on Wilshire Blvd. and the removal of left turn pockets and the removal of parking spaces.] 2
- 2) The diversion of traffic from Wilshire Blvd. onto adjoining streets. This would naturally divert traffic onto Sixth Street, which is not capable of any heavier traffic. Sixth Street goes directly through the residential area. Heavier traffic on Sixth Street would be disturbing and dangerous to we residents, as well as reduce our property values. Cars already speed on Sixth Street, but heavier traffic would be a disaster.] 3

I am fully aware of the need for the improvement of transportation in Los Angeles. Thank goodness a rail line down Wilshire Blvd. has been voted down, but a subway from Western Blvd. to the Westside would be the best solution. The light rail on the Exposition Line is a great suggestion. We must be careful, however, not to convert Wilshire Blvd. into a freeway with buses dangerously speeding along.] 4

Thank you,

Carol Fondevila
456 S. Plymouth Blvd.
Los Angeles, CA 90020
(323) 939-4207
cfond@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 _____

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

AFO (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.

Exposition Blvd, West of Crenshaw is a very quiet Neighborhood. There is no gang activity in the immediate area. Traffic is decent, and overall the Exposition area is a nice place to live. We, the residents are particularly concerned with noise, traffic and more specifically the commotion that would occur with building a rail/bus system in OUR NEIGHBORHOOD. Jefferson Blvd. is an excellent route...along with other streets for commuters to get around. How many homes does MTA have to disturb in the process of boosting their profits. Furthermore, Crenshaw Blvd is seriously heavy on traffic, especially during the weekend. If this Rail/bus system was built it would make matters EVEN WORSE for our drivers. Although The MTA may not care too much about the Crenshaw district, Crenshaw Blvd is a street that is commonly driven by young people etc on the weekends for various activities. This is how we choose to use our streets, which is why this blvd is crowded enough already. We can handle the cruisers, but we cannot HANDLE THE COMMOTION on EXPOSITION BLVD IN A RESIDENTIAL NEIGHBORHOOD. SO, building a rail that interrupts traffic on Crenshaw blvd will not be appreciated.

Dorsey High School is an inner-city school in our neighborhood. Building a rail system would definitely impact the lives of students everyday. It would be nice to say that this project would not promote commotion around this school, but in all reality it would. To be honest, this school has problems of its own with students, we do not need the traffic of a rail system. THIS RAIL SYSTEM WOULD BE OPERATED DIRECTLY PARALLEL TO OUR SCHOOL. This is not appreciated at all. MTA, please hear the voice of the residents on and around Exposition Blvd. We love our neighborhood and will fight to keep it peaceful. It is one of the Few areas in Los Angeles left with a beautiful, peaceful, friendly surrounding. It is evident that this project would completely disturb our lives and our communities. Please find an alternative. We thank you so much for you time reading our comments and we look forward to being kept posted.

(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 ARSENIA RENEE FORD & DaShon McNeely

Address 3711 EXPOSITION BLVD. #1

City/State/Zip Los Angeles, CA 90016

Mail sheet by Friday, June 15, 2001 to:

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

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BROOKE FORSYTHE

SCANNED
IN RMC

May 2, 2001

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

Re: Exposition Right of Way


Dear Mr. Mieger:

This letter is to inform you of my serious concerns about the proposed "transportation route" for the Exposition Right-of-Way (ROW). Due to work conflicts, I will be unable to attend the May 15, 2001 meeting so I am submitting this letter to you in lieu of my attendance.] 1

I have owned my home for twenty-one years and I happen to be one of the "newcomers" to this neighborhood! A very large number of homeowners have resided here for twenty-five years or more. My fear is that the all three Exposition transportation proposals would have a great and negative impact on this peaceful and unusually quiet neighborhood. West of Westwood Homeowners Association successfully voiced our concerns during the 1990's regarding the proposed use of "light rail" and the "express busway" along the Exposition ROW. I clearly remember that our elected officials at the time agreed with us that the neighborhood configuration and low potential ridership made the proposed use cost-ineffective and extremely invasive to our neighborhood. The north/south traffic on Overland, Westwood, Military, Sepulveda, Sawtelle, Barrington and Bundy is already heavy and very congested. I can not imagine how truly congested it will become if traffic was stopped every 3-5 minutes between the hours of 5:00A and 1:00A for the new transportation to pass. In addition, the federal law that every train must blow its horn at all crossings would result in excessive noise and vibrations that would become intolerable to the entire neighborhood. In fact, we already live with the constant noise and 50% increase in air traffic of the private jets approaching the Santa Monica Airport. I am a supporter of mass transit in neighborhoods and under circumstances where ridership and location is justified. All previous studies have proven that there is no ridership justification along the Exposition ROW. This is a wonderful and well-established neighborhood and, in my opinion, and our quality of life would be completely destroyed by the proposed bus and Light rail transportation projects along Exposition. **Therefore, I firmly support alternative 1 (BRT - Wilshire Bus Rapid Transit) in your current study and I wish my vote to be counted.**] 3

I thank you in advance for your careful consideration of your previous studies and positions when considering this potentially devastating MTA project.] 4

Sincerely,



Brooke Forsythe

Cc: MidCityWestside@mta.net

10979 AYRES AVENUE • LOS ANGELES, CA • 90064-3242
PHONE: 310-470-6165 • FAX: 310-470-7835

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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 WISH TO AFFIRM MY SUPPORT
 FOR MTA ALTERNATIVE ONE (WILSHIRE
 BLVD) FOR THE GOOD OF THE COMMUNITY.
 WE SHOULD HAVE LEARNED BY NOW
 THAT LRT IS TOO EXPENSIVE TO
 BUILD AND DRAINS FROM OTHER
 MORE EFFECTIVE PROGRAMS.
 LET'S LEARN FROM PAST MISTAKES
 NOT REPEAT THEM.

ROBERT FOSTER
10967 EXPOSITION BL 90064

Robert A. Foster

(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 ROB FOSTER Phone/Fax _____

Address 10967 EXPOSITION BL

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) 356-6443 Fax: (213) 922-3060 E-Mail: MidCityWestside@mta.net

April 28, 2001

Re: Exposition Right of Way

Dear *Mayor Riordan*

Los Angeles needs and deserves world-class public transportation. It needs public transportation for work, for play, and for community: where working people can move efficiently and comfortably from home to work; where young people can visit friends, go to the ball-park, museums or the beach without having to be driven; where older people, who no longer enjoy driving, have mobility. Such a system would allow us to leave our car at home and experience the diversity of our community.] 1

Please support the construction of a rail line on the Exposition right-of-way. I beg you to give Los Angeles a chance to become a community connected through a meaningful public transportation system. From what I have seen in other cities and countries, a deeper feeling for community, which we so desperately need, will emerge.] 2

This is an issue about which I am passionate and would be willing to help in any capacity.] 3

Sincerely,

Heide Franke

Heide Franke
158 Wadsworth Ave.
Santa Monica, Ca. 90405

HFR (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've listened to almost all of the presentations at the 3 MTA meetings and have been moved by the passion expressed re: social justice, connectability, air quality, mobility for teens, seniors, working people etc. I heartily agree with just about everything that I have heard and strongly agree with the need for light rail and only hope that it can be worked out in a way that everyone who lives close to the line will see it as an opportunity.] 1

One thing that does occur to me is that we have become prisoners in our homes and in our communities due to lack of adequate public transportation. I know that I do use this wonderful city, but I already find myself saying "let's not do this or that because I don't feel like driving". I hate to think of what it's going to be like when I can't drive.] 2

Please give us our quality of life for all of the eloquent reasons mentioned by tonight's speakers. Give us the Expo Light Rail.] 3

Heide Franke
158 Wadsworth Ave.
Santa Monica, Ca. 90405
(310) 396-8990

mail: heidefranke@msn.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 _____

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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LOS ANGELES, CALIFORNIA 90012
(213) 847-2489

OFFICE OF THE MAYOR

RICHARD J. RIORDAN
MAYOR

May 14, 2001

Heide Franke
158 Wadsworth Ave.
Santa Monica, CA 90405

Dear Ms. Franke:

Thank you for your letter to the City of Los Angeles Mayor's Office regarding the Exposition light rail. 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
Maria Bouchereau
Constituent Services
Office of the Mayor



From: Mid-City WestSide
Sent: Tuesday, June 05, 2001 9:01 AM
To: 'M. Edward Franklin'
Subject: RE: Light-Rail/Exposition Corridor

ME Franklin:

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: M. Edward Franklin [mailto:meflaw@earthlink.net]
Sent: Monday, June 04, 2001 7:05 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: Light-Rail/Exposition Corridor

EF (1)

I have lived in the Castle Heights Neighborhood since 1987. Each year I have rushed to the LA Superior Court Downtown along the 10-Freeway (morning and evening) and each year there has been more and more traffic, which has made the trip take longer. This relatively short 8 mile trip now can take 50 minutes at peak hours..

I would take the light rail if it was available.

} 2

I remember how much I was able to read while riding the subway to Wall Street where I clerked way back in the 70's. It was great! Why not use what we have (the corridor) to get what we want (less traffic congestion on the freeway)?

} 3

Are you listening?

} 4

ME Franklin



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**

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.

(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 DAVID H. FRIEDMAN Phone/Fax (310) 470-1810

Address 10752 ASHBY 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

012161 NPL

May 27, 2001

AF(1)

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

Dear Mr. Mieger,

For the past twelve years we have lived two blocks from the intersection of National and Sepulveda Boulevards. The traffic in our neighborhood has increased each year with additional retail stores (i.e. Ross), traffic, and population.] 1

We oppose the MTA's Project Alternative 2, Wilshire BRT and Exposition BRT, and Alternative 3, Wilshire BRT and Exposition LRT. If either of these plans go through, this will make our neighborhood undesirable in which to live.] 2

The area has become less of a community and more of a conglomeration of retail, Federal, State and County buildings and offices. It is becoming more industrial and less a neighborhood. We are losing our sense of community.] 3
There is a dense population base. Within a one mile radius we have a Cal Trans site, a Post Office, the Parking Enforcement Offices, the major intersection of two major Los Angeles Freeways, a Social Services Building, a One Stop Job Service, Day Laborer Job Site, the cement factory and a proposed electrical substation. With the above mentioned MTA Projects, there will be an increased negative impact on our quality of life!] 4

There is a concern for safety and for further noise impact. We already have freeway noise and the noise of approaching planes and jets landing at Santa Monica airport.] 5

Creation of the bus rapid transit and light rail systems for the Sepulveda corridor will have a negative impact on the Westdale neighborhood. While we do not oppose improved public transportation, we feel that building a rapid transit system in our area will be devastating to the well being of the entire community.] 6

Thank you for your consideration.
Alan Friedenber *Karen Koblit*
Alan Friedenber and Karen Koblit
2919 Tilden Avenue
Phone: 310/ 479-6050 Fax: 310/ 477-1160

COMMENTS

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MAY 29 2001

Alexander Friedman
1321 N. Sycamore Ave., Apt. 312
Los Angeles, CA 90028

SCANNED
IN RMC

May 16, 2001

Yvonne Burke, Supervisor, 5th District
866 Kenneth Hahn Hall of Administration
500 West Temple Street
Los Angeles, CA 90012

Dear Yvonne Burke:

RE: Rail or Busway?

Following up on the Public Hearing on 5/15/01 in West LA, I would like to state a few comments. Please note that I stayed for the entire session, i.e. from 5:00 PM until about 9:15 PM, and I carefully observed Mr. David Mieger's presentation, as well as the public's comments.

It is absolutely clear that the majority of the public wants to build the Rail transit, rather than adding buses. This should serve as a strong message to MTA. I took record of the speakers who chose a particular transit alternative. The results are as follows:

Rail supporters only:	63 individuals (92.6%)
Bus supporters only:	1 individual (1.5%)
Supporters for both:	4 individual (5.8%)

Please note that many speakers have criticized both proposed plans (BRT and LRT), and have not voted for either; therefore, I did not include those individuals in the above figures.

I hereby would like to make five major recommendations:

- 1) As seen above, the proposed Rail project in LA has gotten a unanimous support from the public
- 2) I am urging you to reconsider the possibility of extending the subway into the Westside (as originally planned). I have talked to many individuals and have received a unanimous support towards subway development. Although previously voted for not spending tax dollars on building the subway, many people, are ready to reconsider this option due to the worsened traffic situation in LA. Please be assured: people will support building the subway from their tax dollars, since subway is the best alternative
- 3) Please do not create dedicated busways, particularly the Wilshire BRT. If extra money is left after building Exposition LRT only, it could be spent on further rail development, but not on busways that would worsen our traffic situation. One of the ways to invest extra money could be on building the LRT tunnel near USC
- 4) Among the options: to build Exposition light rail (a) *half-way*, or (b) *full way* into Santa Monica, please consider building it the full way, as also unanimously supported by the public on the hearing. Please understand that the partially-built Exposition LRT will serve no purpose, it will get us nowhere!
- 5) As also strongly supported by the public, the best alternative for light-rail locations would be running the trains on the freeways' center-dividers, similar to Metro Green Line running on the 105 Fwy

Thank you for the time reviewing the comments. As you understand, your decision will affect millions of Angelinos. However, it is time to move on from buses to something more efficient.

Sincerely,


Alexander Friedman

CC: Mr. David Mieger, Project Manager
MTA Secretary's Office
Countywide Planning and Development
LA County Supervisor Zev Yaroslavsky
Friends 4 Expo Transit

COMMENTS
Page 509

April 20, 2001

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

RE: RELEASE OF DRAFT ENVIRONMENTAL IMPACT STATEMENT /REPORT

Dear Mr. Mieger:

In response to the Report, I would like to request that MTA passes a Long Range Transportation plan that includes continuing Metro-Rail construction in Los Angeles. I believe that rail transit is the most convenient, reliable, and the safest way to commute, rather than driving or taking the bus. The current bus system is inefficient: although more buses are purchased, the wait time for a bus on a major city street often exceeds 30 minutes; many buses are overcrowded, as well. As for Metro Rapid, since it is an express bus, it does not stop on many intersections; thus, bus passengers still have to apply to using regular MTA buses, which do not operate efficiently enough.

Living in Los Angeles for over ten years, I have noticed a gradual and steady increase in overall road congestion. Many freeway sections turn into parking lots during rush hours every single day. Alternative routes and side streets aren't much better. Sometimes a 20-25-mile ride lasts for almost two hours! Moreover, as recently reported by Cal Trans, conditions will be worsening, year-by-year. And building new roads and widening existing ones does not help in the long run (according to Cal Trans), since the rate of increase in road congestion overwhelms the efficiency of road improvement. Clearly, we need a reliable alternative that would take us away from congested streets, and that would also improve the traffic situation.

I examined the Executive Summary and the Report, and after weighing all pro's and cons, I would like to express that Metro-Rail (including LRT) is, no doubt, a much better option than the proposed BRT. To support my statement, I would like to make the following comments:

- 1) Subway or Monorail (elevated rail) would be the best alternatives, for being the only option where the city roads stay unaffected. Whereas both LRT and especially BRT will require contributing at least one auto traffic lane in each direction on the proposed streets; which will cause our already congested streets to jam even more! Thus, I am against the BRT proposition since our traffic problem will not only stay unsolved, but may get even worse. Moreover, all the people I talked to, have expressed their concerns and stated that contributing one lane each direction will play adversely towards the traffic flow.
- 2) Please note that private car users would more likely switch to public transportation if the rail transit is provided, rather than the buses (rail transit is clearly much more convenient); thus, by improving only the bus system the number of private cars will not be significantly reduced.
- 3) As far as buses considered, despite all potential BRT advantages including dedicated bus lanes, the buses do pollute (at least to some extent), they are more likely to get crowded, and it is harder to control the flow and scheduling of buses. Whereas the metro-rail (heavy or light), has a much smoother and relaxing ride; trains relieve road congestion, improve mobility and reduce air pollution; trains contribute to city vitality, livability, and a clean environment; moreover, train schedule is more manageable; train accidents occur not nearly as often as vehicle accidents. Finally, widespread metro-rail system will enhance our region's economic prosperity by making it a more desirable place to live, work, and being visited by tourists.

- 4) As I understand from your report, the biggest barrier to rail transit development is higher cost; that's why, unfortunately, it looks like MTA will choose the bus system rather than the rail. However, if cost is the primary concern, I would then suggest that you do absolutely no developments at all, in which case the city will save even more! It is perhaps ridiculous that money comes as the primary issue rather than people. When will you finally start thinking about effectiveness and efficiency? Why doesn't MTA develop the transit system like all other major cities have? If subway is too costly, then perhaps monorail or elevated rail should be chosen, but one way or another, it is time to move on from just buses, and develop a more efficient system, by creating a decent metro-rail network. 7
- 5) I do realize that development of rail transit requires an enormous amount of money; however, I also believe that it should pay itself off relatively well, because rail transit is very convenient, and people will use it widely; again, drivers are much more likely to switch from driving to using the rail, not buses. As an example, the Red Line subway has been gaining ridership significantly over the past few years of its development, and "is expected to reach 200,000 passengers daily" (Hollywood Independent, vol. 77, '22). Moreover, Metrolink, according to statistics, is now the fastest-growing commuter rail system in the U.S., as far as yearly ridership. The bottom line is, as a dedicated supporter of metro-rail, I would suggest allocating a larger portion of funding towards subway or light-rail development, rather than the bus system.
- 6) I have traveled a lot in both Europe and United States. And I am embarrassed to say that Los Angeles has one of the worst and most inefficient transportation systems. Although overall size of MTA coverage is large, the efficiency is very low, mainly because of lack of rail transit. Most countries in the world, including those less developed than US or economically unstable, have a much better transportation system. For instance, Moscow, Russia has a perfect transportation network, consisting of buses, trolleybuses, light-rail, state-of-the-art subway (where trains run every 45-60 seconds during rush-hour), and commuter rail. Please note that Moscow now has 9 major train stations (similar to Union Stations), enabling people to travel in every direction from the city; and currently the city is building the monorail. I don't believe that Los Angeles, a well-developed city, cannot afford to build a decent public transit system, or else it could be considered one of the poorest cities in the world. 8
- 7) I realize that funding for MTA comes not only from the City, but also from federal resources. However, there is no excuse why federal government is not willing to allocate funding for a proper public transportation system in one of the largest cities in the country. Most (if not all) major cities in the US have a light-rail or subway system developed. Los Angeles, however, seems to be an exception. A place where most people travel by cars (due to lack of a good public transportation system), and where the only way to get around to most places is the bus, is nothing but a large village, rather than a city. 9
- 8) Although originally planned as a suburban village-type of place, Los Angeles has certainly changed. The city keeps growing and changing its appearance, turning into a major urban-type of city. So, an appropriate city-type rail transit system is vital to such a huge and congested place like LA. 10
- 9) On Page 4 of the Executive Summary, I read the following, "Also, in November 1998, LA County voters passed an initiative prohibiting further use of local sales tax dollars to build subways..." Frankly, this is the most absurd decision I have heard. I am wondering why was the public never notified prior to the voting and have not given an option to decide. And why has subway building been prohibited?! It makes absolutely no sense to prohibit construction of the most convenient and reliable public transportation alternative. I strongly recommend reconsidering this option and continuing to build the subway, as it was originally planned to. Moreover, I recently conducted a survey, collecting people's opinions regarding subway construction, focusing on extending metro-rail to the Westside. I got approximately 95% support on that. 11
- 10) I am pleased that LA does have at least partially developed subway system, ranging from North Hollywood to Downtown LA, and a light-rail system, which I frequently use and enjoy. But I believe, it makes no sense to abandon the construction of metro-rail (heavy rail or light-rail) after building it halfway! The metro-rail should extend to the Mid-City Area and eventually to the Westside, going through Century City, Westwood, and ending in the city of Santa Monica, thus linking Hollywood with other parts of the city. 12
- 11) The "Rapid Bus and Beyond" brochure indicates that the new Metro Rapid will be able to transport as many people per day as light rail. However, this doesn't sound right. I have used light rail (both in LA and other cities), and I can say that light rail street-cars (combined into a single train) do have a greater capacity, to say the least. As far as buses considered, even the bigger "double-articulated" buses cannot fit 13

as many passengers as light rail. Besides, the light-rail train can consist of two or more cars, while the bus is a single unit, with a certain size and capacity limitations.

12) I realize that there is also a lot of opposition towards subway or light-rail development coming from so-called NIMBY's (Not In My Back Yard). I do think, however, that NIMBY's are individuals who often act selfishly, thinking only about their own "private property" and their "back yard", with little or no consideration to other people; their self-concerns and stubbornness often go out of boundaries. NIMBY's don't realize that the rail development is done for the overall benefit of the public, and NIMBY's themselves will benefit as well. So, I think those individuals should simply be ignored if they are not willing to put their ego behind and start working together with other people.

13) In my opinion, the most important concern about subway construction in Los Angeles is the seismic activity. That's why I think it was somewhat risky to build the subway in LA in the first place. However, since the subway has already been built to certain extent, the overall system should continue evolving. To reduce potential threat from a major earthquake (e.g. being trapped under the ground), monorail or light rail could be a good substitute to subway, and I am happy that Exposition Park LRT is currently under consideration. But this should not be the only projected route! The existing Metro Red Line, Green Line, and Blue Line routes are not nearly extended enough to be able to connect all major destinations in LA. New segments should be created, eventually integrating into the overall Los Angeles Rail system.

14) MY CONCLUSIVE COMMENT: Out of the 3 alternatives proposed in the Summary, I support the Alternative #3: Wilshire BRT and Exposition LRT. Even though I am against the BRT, the Exposition LRT rail will at least give a "jump-start" to continuing the development of the rail system in LA.

In conclusion, I'd like to briefly comment on a couple of newspaper articles. In the 6/28/00 issue of Hollywood Independent, I enjoyed the remarks of Vicki Lawrence in "The End of the Line" article (commenting on the 6/24 opening of Red Line subway extension), "Thanks to the auto industry, we here in L.A. are up to our eyeballs in cars and traffic and smog and pollution and road rage and all that good stuff. But the good news is that Rail is finally making a comeback..." Also, Mr. Julian Burke, the CEO of MTA, points out, "It is indeed one of the safest and most efficient systems anywhere.", describing the subway. Well said! So, shouldn't we start turning those wonderful words into actions? If the subway is proven to be the most efficient system, the effort should be dedicated towards it, rather than wasted on unnecessary "improvements", which turn out to be inefficient.

Finally, the Mayor of LA Mr. Riordan describes his trip to downtown via subway as "20 minutes of stress-free luxury through the most congested parts of our freeway system." That's right, specifically the 101 Fwy between Hollywood and downtown, is almost always jammed. But the roads into LA's Westside aren't much better (the 10 Fwy especially). Mr. Riordan also expressed in his view towards the subway, "We now have the start of a transportation system of the future." So, if this is indeed the "start", why don't we continue developing it?

Thank you for giving me the opportunity to express my thoughts and comments. Please take the suggestions above into your consideration. As you understand, due to the rapidly worsening traffic situation in Los Angeles and County, your positive decision towards subway and/or rail development will benefit very many people across the county, and will solve many commuting problems. Being a dedicated driver in the past, I have switched to using the metro-rail and commuter rail frequently, and I find it very convenient. I believe that many people will do the same if conditions are provided. Thank you once again for your attention to this matter.

Sincerely Yours,



Alexander Friedman

CC: • Yvonne Brathwaite Burke, LA County Supervisor, 2nd District Chair, MTA Board of Directors;
• Zev Yaroslavsky, LA County Supervisor, 3rd District Member, MTA Board of Directors;
• Richard Riordan, Mayor of Los Angeles

• Michael Antonovich, County of LA

From: Mieger, David
Sent: Friday, May 25, 2001 9:52 AM
To: Salazar, Mariana
Subject: FW: expo light rail

Mariana:
Please add to our set of e-mail comments.
Thanks,
David

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

From: Charlotte Furth [mailto:furth@rcf.usc.edu]
Sent: Thursday, May 24, 2001 10:41 PM
To: acherrie@busaff.usc.edu
Cc: miegerd@mta.net
Subject: expo light rail

CFC(1)

Dear Dr Cherrie, I am an USC faculty member living on the West Side, and I have been a supporter of expo light rail route from downtown to Santa Monica in my neighborhood. I have learned that a group of USC related supporters of the project are going to be meeting with you. Perhaps they have already done so. I want to add my voice to that of others in favor of the project. The rail and MTA lines now in place downtown are already making a visible difference in the commuting patterns of students faculty and staff I know. The line from the westside will do the same, to all of our benefit. It would be nice if the line went underground along the campus perimeter, but it is not vital enough to make or break the university's policy toward the project. I have spoken against the resistance to light rail in my neighborhood, and want to do so at my work place as well.

1
2
3
4
5

Let me add that a light rail goes near my brothers house in Denver; it is clean and quiet, and has done a great deal to assist the revitalization of his near inner city neighborhood. I think the impact on USC can only be positive. Sincerely, Charlotte Furth, Professor of History
Charlotte Furth
Department of History
University of Southern California
tel: 213 740 1668
fax: 213 740 6999
home phone: 310 837 9074



MGI

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 Michael Gabai Phone/Fax (310) 475-6484

Address 10940 Ayles Ave

City/State/Zip LA CA 90064

From: Mid-City WestSide
Sent: Thursday, June 07, 2001 8:46 AM
To: 'Victor Garcia'
Subject: RE: STOP MTA GOING THROUGH EAST CULVER CITY

Mr. Garcia:

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: Victor Garcia [mailto:amalia@mediaone.net]
Sent: Wednesday, June 06, 2001 8:05 PM
To: Midcitywestside@mta.net; david@fold-a-goal.com; ad747@lafn.org;
carolgcc@aol.com; steve@stvenrose.com; ewolkz@rdblawcorp.com
Subject: Re: STOP MTA GOING THROUGH EAST CULVER CITY

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

From: Victor Garcia
To: Midcitywestside@mta.net ; david@fold-a-goal.com ; ad747@lafn.org ;
carolgcc@aol.com ; steve@stvenrose.com ; ewolkz@rdblawcorp.com
Sent: Wednesday, June 06, 2001 10:02 PM
Subject: STOP MTA GOING THROUGH EAST CULVER CITY

VG (1)

Dear project mgr this is one of many letters that I and my neighbors will be sending you for months to come. As you know the train route through east culver city is a very bad idea for us. I worked so hard and invested a lot of money in my house. I leaved in east culver city for more than 23 years. I know that a train passing every 25 mins will be an inconvenience to all of us no matter if a 10 ft wall is put up. In addition this will cause severe property damage to our homes. I don't know if you know that all the streets around this area were build in very soft soil, I spended so much money fixing the foundation I don't need a train to add to the problem. Unless MTA is going to pay all of the residents to get their homes fix. By the way what happened with the train going through

2

3

Cheviot hills, how come it got routed to east culver city. I'm strongly against
this
proposal.

4

June 10, 2001

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

Dear Mr. Mieger:

As a resident of the 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.] 1

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 the heavily traveled Boulevard. The installation of a BRT system along Wilshire Boulevard is a dangerous proposal. The potential decrease in lanes for service vehicles, emergency vehicles, and automobiles to accommodate the exclusive bus lanes will only add to the existing dangerous traffic conditions. There already exists a high frequency of collisions, terrible traffic noise, pollution, and dangerous turn conditions in the corridor. There are many frustrated drivers confronted by bumper-to-bumper traffic. 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. 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.] 2

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.] 3

Sincerely,

Mr & Mrs. Irving Geldin

Mr. and Mrs. Irving Geldin
10601 Wilshire Blvd. #704
Los Angeles, CA 90024

1011 Pico Blvd. #15
Santa Monica, CA 90405

April 28, 2001

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

Dear Mayor Riordan:

I am writing to you regarding your upcoming vote on the proposed Exposition light rail line. I strongly support the light rail extension, and I wanted to take some time to explain my position and ask for your support.

I grew up in LA, and despite the many great aspects of the city, I was dismayed by the smog and my own inability to get around the city without a car. As a result, I ended up moving to San Francisco for college and a few years after. I have now recently moved back to the LA area, and I find that the same issues preoccupy me. I have a one hour commute each way to work, and on the weekends Santa Monica fills up with the cars of people coming to the beach. Lack of public transportation and the attendant traffic are the biggest issues decreasing my quality of life in LA.

I think further expansion of light rail and Metro are the only solutions to these problems. They will reduce traffic and pollution while also providing more options for children, retirees, low income residents, and others who are not in a position to drive. I strongly urge you to vote for the Exposition line and other initiatives for the expansion of public transportation in LA. Thanks for taking the time to hear my views.

Best regards,


Greg Gentschev

May 16, 2001

Mr. Greg Gentschev
1011 Pico Boulevard - #15
Santa Monica, CA 90405

Dear Mr. Gentschev:

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

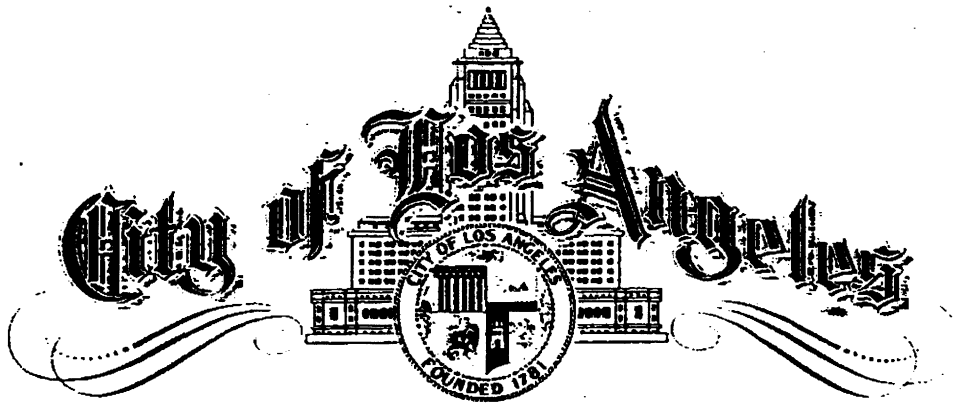
Tom Horne
Customer Relations Manager

c: The Honorable Richard Riordan
Attn: Maria Bouchereau

TH:cea

✓ bc: D. Mieger

CR-05-0127-CR



LOS ANGELES, CALIFORNIA 90012
(213) 847-2489
May 4, 2001

OFFICE OF THE MAYOR

RICHARD J. RIORDAN
MAYOR

Greg Gentschev
1011 Pico Blvd. #15
Santa Monica, CA 90405

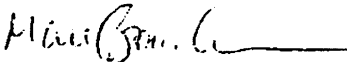
Dear Mr. Gentschev:

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

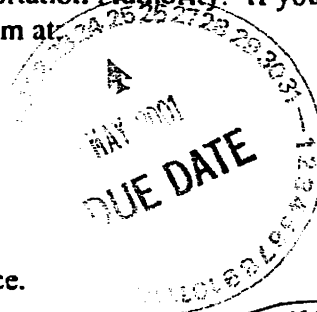
MTA
1 Gateway Plaza
Los Angeles, CA 90012
(213) 922-7015

Thank you again for contacting the Mayor's Office.

Sincerely,


Maria Bouchereau
Constituent Services
Office of the Mayor

CR -05-0127-CR
METRO RAIL



Subj: Please forward to the MTA Board
Date: 4/12/2001 10:53:47 AM Pacific Daylight Time
From: StuGibbs@aol.com
To: transportation@angeles.sierraclub.org

S GIBBS

April 10, 2001

Dear Members of the MTA Board:

Please vote in favor of the Exposition light rail line in your meeting on May 24. The light rail is a fantastic idea, as it serves a corridor of our city that desperately needs a public transportation system.

The light rail would greatly reduce traffic and pollution in this area, as well as providing a better way to commute from the west side of Los Angeles to Culver City, Exposition Park and Downtown.

If you build it, I promise I'll ride it. And so will thousands of others.

Sincerely,

Stuart Gibbs

cc: Sierra Club, Angeles Chapter

SG(1)

From: Mid-City WestSide
Sent: Tuesday, June 05, 2001 8:57 AM
To: 'DClarke340@aol.com'
Subject: RE: Please forward to the MTA Board

Mr. Gibbs:
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 7:29 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: Please forward to the MTA Board

40

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.

WE STRONGLY SUPPORT THE PROPOSED EXPOSITION LIGHT RAIL LINE AND URGE THAT IT BE APPROVED AND CONSTRUCTED AS SOON AS POSSIBLE!

ELAN GLASSER
DEBORAH GLASSER
2216 FOURTH ST APT 7
SANTA MONICA, CA 90405
TEL: 310.450.3292

(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 523

From: Mid-City WestSide
Sent: Friday, June 08, 2001 8:19 AM
To: 'Elan Glasser'
Subject: RE: Light rail on Exposition

Mr. & Mrs. Glasser:

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: Elan Glasser [mailto:eglasser@usc.edu]
Sent: Thursday, June 07, 2001 6:57 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; 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 on Exposition

ELG (1)

Dear MTA and council members,

We are writing to express our strong support for the proposed light rail line from Santa Monica to downtown Los Angeles, via Exposition Blvd. Please approve this project and do not tie its approval to any proposed busways.

Having attended the recent MTA meeting at the Veterans' Hospital, it is clear that there is tremendous local support for the Expo rail line, and not as much support for the various proposed busways.

We urge you to approve the Expo rail project immediately.

Thank you for your consideration,

Elan & Deborah Glasser
2216 4th St Apt 7
Santa Monica, CA 90405

] 1
] 2
] 3
] 4



266)

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 Mr. Mieger,

June 6, 2001

We live on Exposition Boulevard between Westwood and Sepulveda. As long-time residents, we are very much against any rapid transit here. This is a large, peaceful residential area, well served by existing public transportation. Noise, fumes, vibration, and the traffic stalled at all the intersections will affect us very badly. Have you ever lived with train horns and signals day and night outside your door? And where is the ridership? People will drive here to park and ride, day and night? Impossible! Wilshire Boulevard, with its commerce and density, is the most logical route for rapid transit.

(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 David and Corinne Glines Phone/Fax 310 479-2242
Alyce Glines
 Address 11002, 11004 EXPOSITION BL.
 City/State/Zip L.A. CA 90064-3126



SG(LC)

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.

JUN 12 2001

SCANNED
 IN RMC

I support Alt. 1

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

} 1
 } 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 to 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 SUSAN GLINES Phone/Fax (310) 234-2572

Address 2514 MILITARY AVE

City/State/Zip LOS ANGELES CA 90064

PG

**Gloria & Peter Gold
10601 Wilshire Boulevard #404
Los Angeles, Ca. 90024**

June 5, 2001

**Mayor Richard Riordan,
City Hall East
200 North Main Street
Los Angeles, Ca 90012**

Dear Mayor Riordan,

We are residents of Wilshire House, home to approximately 100 people and employer to over 80 people, located at the intersection of Wilshire Boulevard and Westholme Avenue. We strongly oppose the proposed installation of the Wilshire Bus Rapid Transit (BRT) by the MTA.

1

We 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.

2

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.

3

The time saved by the Rapid buses is minimal yet the hazards the buses present to the health and safety of this community are insurmountably massive.

4

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.

5

We understand that the Exposition Light Rail system has received overwhelming support from local citizens. We 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.

7

Sincerely,

Gloria Gold
Gloria Gold



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 own a home at the corner of Granville and Exposition. I am concerned that a light rail system might have a negative impact on my quality of life and property value. Noise, view of the train, vibration, and more north/south traffic congestion are things that I am concerned about. The north/south traffic along Centinela, Bundy and Barrington is already very congested. Light rail passage along Exposition at these intersections would only make matters worse. Also: where would riders park?

I think a light rail system would ultimately be good for Los Angeles. But how are individual homeowners compensated for suffering for the greater good of the city?

Why does the proposed project detour around Cheviot Hills/Rancho 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 Andrew Goldberg Phone/Fax (310) 479-1498 / 1898
Address 2250 Granville 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 529



M. G.

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.

On page 8 of executive summary, it is stated "The MTA Board further directed that the Exposition Route NOT use the ~~former~~ RAILROAD right of way in the Chivot Hills / ..."

This misrepresents as "FORMER" an EXISTING right of way.

NO REASON IS GIVEN for the MTA Board directing the non-use of Exposition.

(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 GOLDMAN Phone/Fax 310-838-8874
 Address 3325 GREENFIELD AVE
 City/State/Zip LA CA 90034

Scott M. Goldman
3294 Glendon Ave.
Los Angeles, C.A. 90034
June 5, 2001

SC6

M.T.A. Board

Dear Board Member,

I am writing to you to express my concern and vehement opposition to the proposed "Sepulveda Diversion" of the new proposed light rail line between downtown and Santa Monica". Overall the existence of a rail line will help alleviate traffic and is greatly needed. This diversion however would be a tremendous mistake both in the short and long run. In the short run we will have the nightmare of a 2-year construction zone on the already heavily traveled intersections along Sepulveda, between Venice and Exposition. The surrounding residential neighborhoods will see the overflow of traffic from people trying to find their way around the construction, and the concurrent noise problems that go with it. Additionally, there has been no allowance in any part of this plan for parking of cars that are using the businesses along the Sepulveda route. This of course will further congest the surrounding neighborhoods. Afterwards, we are left with a Sepulveda blvd that is overloaded with cars and rail, competing for not enough space, (and intersections and 405 exits that empty onto them) made impassable.

The exposition right of way already exists through this area, and would involve far less congestion as it remains a dedicated route. It would seem to require far less construction and therefore be less costly as well. As late as the early eighty's, there were still service trains coming through on this existing rail line. As exciting as the prospect of rail service would be to our area, this diversion would surely create an unceasing nightmare that is totally unnecessary.

Please do not support the exposition line with a "Sepulveda diversion".

Thank-you for your help

Scott M. Goldman





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.

Guadalupe Gonzalez

(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 GUADALUPE GOMALEZ Phone/Fax 310-479-1372
 Address 11225 Pearl St
 City/State/Zip W. 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



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

U.S. Department of Transportation
Federal Transit Administration

5761

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 Suzanne Gonzales Phone/Fax 310-234-9429

Address 2561 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: MtuCityWestside@mta.net

May 14, 2001

Mr. David Mieger, Project Manager,
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mailstop: 99-22-5
Los Angeles 90012

Subject: Exposition Light Rail Proposal

Dear Mr. Meiger:

I am writing to comment on the MTA's proposed Exposition Light Rail line that will connect downtown Los Angeles to LA's Westside and Santa Monica.] 1

I would like to let you know that I support connecting downtown Los Angeles to the Westside with light rail as it provides an alternative to our auto dependent culture which implies we must move 4000 lbs. of steel and glass with every human being.] 2

Specifically, I would like to see a light rail line, not a bus line on the Exposition right-of-way. In addition, I feel that it was wrong for the MTA to create the detour as a result of the objections of adjacent property owners. Their objections were based on false assumptions that the rail line would be accompanied by 12 foot high sound walls, speeding noisy trains and a blow horn that would be a nuisance to the affected communities. Since there are rail lines that have been successfully blended within the residential communities that they serve, I believe that the specific objections of the group that resulted in the detour are unfounded and ought to be re-heard.] 3

Before the outlandishly expensive detour along Sepulveda and Venice is determined to be the only alternative to following the entire length of the Exposition right-of-way, the dissenting community ought to be shown a version of the light rail line that will address their noise and aesthetic concerns. I believe this would be time well spent.] 4

The MTA should not impose one group's unwarranted objections and its related costs onto the backs of other neighborhood groups, while producing an inferior product that will only hamper existing traffic along Venice and Sepulveda Blvds. **and** cost far more than need be the case.] 5

I feel that there is strong community support for the MTA to run a light rail line along the entire stretch of the Exposition Rail Right-of-way. I would appreciate learning the specific objections and reasons cited by the Cheviot and other neighborhood groups that objected to the original route along the full length of Exposition Blvd. rail line.] 6

Thank you for considering my comments in this important matter.] 7

Sincerely,

Bryan Gordon
Bryan Gordon
3650 S. Barrington Ave.
Mar Vista, CA 90066
310-390-2064

Cc: Councilmember Ruth Galanter



JUN 25 2001

LAW OFFICES
GOODSON AND WACHTEL
A PROFESSIONAL CORPORATION
10940 WILSHIRE BOULEVARD
SUITE 1400
LOS ANGELES, CALIFORNIA 90024-3941

TELEPHONE (310) 208-8282
FAX (310) 208-8582
gw@gwtaxlaw.com

MARVIN GOODSON
email mg@gwtaxlaw.com

MAG

June 22, 2001

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

Dear Mr. Mieger:

I was astounded to learn that the MTA is seriously considering the installation of the Wilshire Bus Rapid Transit (BRT). I thought I had a good command of the English language, but it is difficult to find the words to express the shock at the unbelievable stupidity of this proposal.

1

I assume that you carry several billion dollars of liability insurance and that the individual MTA directors are super wealthy because the increase of accidents involving automobiles and the massive number of personal injury claims from incapacitated, handicapped and elderly persons trying to get to the center of Wilshire Boulevard to reach the special bus stops will create a super heyday and feeding frenzy for personal injury attorneys.

2

The present buses on the Wilshire Boulevard Corridor have only a minor influence on the very serious congestion that occurs at peak traffic times and even less influence during off-peak times.

3

Since the MTA and each member of the Board of Directors have full knowledge in advance of the potential and probable personal injuries that will happen, I can guarantee you that any personal injury attorney with the least amount of brains will do his best, and probably successfully, to hold the members of the Board who are

4

LAW OFFICES

GOODSON AND WACHTEL

A PROFESSIONAL CORPORATION

Mr. David Mieger, Project Manager

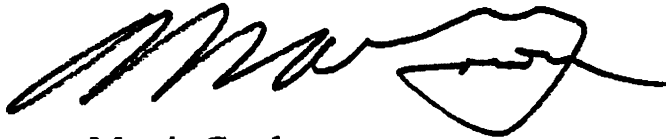
June 22, 2001

Page 2

responsible for this decision liable in their individual capacities along with the MTA if this BRT project proceeds as planned.]

AND there is a high probability that because the MTA was warned in advance that punitive damages will be awarded – and as you may not know, insurance does not pay punitive damage awards and they cannot be indemnified by the MTA. (Note the recent decision of the Los Angeles Superior Court holding the police chief and his assistant personally liable for \$750,000 punitive damages for actions by the police department.)]

Very truly yours,



Marvin Goodson

MG/fs

1/MG/PERS/104.F1

From: Mid-City WestSide
Sent: Tuesday, June 05, 2001 8:58 AM
To: 'Jmg231@aol.com'
Subject: RE: Expo light rail

Mr. Gottlieb:

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: Jmg231@aol.com [mailto:Jmg231@aol.com]
Sent: Monday, June 04, 2001 7:55 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: Expo light rail

JG(1)

I am a Westside resident living just west of Sawtelle Blvd. between National and Palms Blvds. Over the last 37 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.] 1

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] 2

the downtown and midtown areas to the Santa Monica area.

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.

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.

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.

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.

I urge MTA to revisit the proposed plan and eliminate the unacceptable Sepulveda detour. Do that and I will be out there banners, buttons and balloons shouting huzzahs.

Respectfully submitted

Jerry Gotlieb
From: Mid City Westside

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From: Mid-City WestSide
Sent: Monday, June 11, 2001 9:24 AM
To: 'Eddie Gralla'
Subject: RE: Support for LIGHT RAIL to the WESTSIDE

Dr. Gralla:

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: Eddie Gralla [mailto:egralla@chem.ucla.edu]
Sent: Monday, June 11, 2001 9:24 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; 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: Support for LIGHT RAIL to the WESTSIDE

EG (1)

Dear MTA Board Members,

Please SUPPORT the creation of LIGHT RAIL to the west side. Light rail connecting Santa Monica, Culver City and West LA to downtown will reduce reliance on cars, decrease air pollution, and relieve pressure to build more roads, all extremely important goals if LA is to survive as the great city that it is.

} 1

Light rail is a cheaper, easier-to-build alternative to subways, and has several advantages over busses, most notably that rail is insulated from delays due to automobile traffic, and is less polluting.

} 2

I am a resident of Zev Yaroslavsky's district, which will be directly affected by this line, and therefore am a strong supporter.

} 3

Thank you.

JUN 27 2001

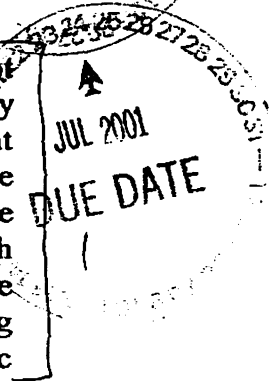
CR -07-0021-CR
PUBLIC HEARING INPUT

SCANNED
IN RMC

2750 Motor Avenue
Los Angeles, CA 90064-3413
June 24, 2001

Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, California 90012

Re: Protest of Light Rail Line Through Cheviot Hills
Meeting to be held on June 28, 2001



My wife, Lorraine Grant, and I have received a notice from the Cheviot Hills Homeowners Association that a meeting of the Los Angeles County Metropolitan Transportation Authority (MTA) board of directors will be held at your offices on June 28, 2001, at which time the MTA board of directors will be considering various rapid transit proposals including a proposal for the construction of a light rail line that would run through the Cheviot Hills area with a station at Motor Avenue and National Boulevard. Because we will not be able to attend the hearing on June 28, this letter is written to place on record our strong opposition to a rail line through the Cheviot Hills area or through the old Pacific Electric right-of-way through the Exposition corridor.

The Cheviot Hills area has been inundated with traffic generated by the development of Century City and the Fox Studios. The traffic generated by the Century City development was originally planned to be carried by a freeway that would run along the old Pacific Electric right-of-way on Santa Monica Boulevard that is the northern boundary of Century City. This freeway was not constructed because of the political clout of the City of Beverly Hills and its political heavyweight residents. The failure to construct the freeway along Santa Monica Boulevard has caused the diversion of Century City and Fox Studios traffic to the Santa Monica freeway. The exit ramp at National Boulevard dumps the Century City/Fox Studios freeway traffic into the Cheviot Hills area with the traffic proceeding along National Boulevard to Motor Avenue and then north to Pico Boulevard.

At the present time traffic along Motor Avenue is bumper-to-bumper during the morning and evening rush hours and quite heavy during the rest of the day. The streets in this area are narrow and winding and were never intended to carry a substantial volume of traffic. A light rail line through the Cheviot Hills area, and especially a station at Motor Avenue and National Boulevard, will create traffic gridlock of gargantuan proportions.

The Cheviot Hills area has been burdened with more than its proper share of the increased traffic resulting from the development of the West Los Angeles area. The residents of this area should not be forced to swallow more and worse traffic congestion because of the failure of the State of California to build the

Los Angeles Metropolitan Transit Authority - meeting of 6/28/01
Re: Protest of Light Rail Line through Cheviot Hills
Page 1

COMMENTS
Page 541

freeway that would have serviced Century City and the Fox Studios. The proposed light rail line should be sent back to the drawing board for relocation either along Santa Monica Boulevard or, as a second choice, along Olympic Boulevard, which would enable the traffic generated by the light rail line to service Century City and Fox Studios directly and, hopefully, reduce the volume of traffic going through Cheviot Hills. It should be noted by the MTA board of directors that even more traffic for Cheviot Hills is already in the offing when the large office building now under construction in Century City is completed. Enough is enough.

Please have the secretary of the MTA send us a copy of the minutes of the meeting to be held on June 28 and the record of the votes of the various members of the MTA board of directors on the various proposals considered at the meeting.

Very truly yours

Irvin and Lorraine Grant

by Irvin Grant

Copies to: Members of the MTA board of directors.



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 30 - 2001

I strongly support "alternative 1" project - the bus rapid transit on Wilshire Blvd. All other alternatives will be extremely disruptive to many residential neighborhoods and will cause incredible traffic congestion, even more than already exists, on Pico, Sepulveda and Sawtelle Blvds. in W.L.A. I believe that the most needed ridership needs, will be best served to & from downtown L.A., along the Wilshire Blvd. Corridor.

(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 Geraldine J. Green Phone/Fax _____
 Address 2544 Veteran Ave.
 City/State/Zip L.A., Cal. 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

From: Mid-City WestSide
Sent: Tuesday, June 19, 2001 10:24 AM
To: 'Kathy Kert'
Subject: RE:

Ms. Green:

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: Kathy Kert [mailto:kathykert@hotmail.com]
Sent: Thursday, June 14, 2001 10:05 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@cityoflancafterca.org; BeAPro@aol.com;
pam-oconnor@santa-monica.org; friends4expo@aol.com
Subject:

KG(1)

I want to register my support for the light rail system down Exposition Blvd from Santa Monica to downtown. I live in Santa Monica and the only way to get to downtown is on the congested freeway. We all need this system to save gas, fossil fuels, to build community and to lessen traffic on the freeways. Many major cities now have this system and it works well. I have ridden on such systems in San Jose and San Francisco and always wish we had

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one here. Let's build one now!!

thank you, Kathryn Kert Green
321 21st Street
Santa Monica, CA 90402

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

June 22, 2001

Mr. David Mieger,
Project Manager
Los Angeles County MTA,
One Gateway Plaza
Mail Stop 99-2-5, L.A., CA 90012

Dear Mr. Mieger,
Professor Moses A. Greenfield
and I object vehemently to the
proposed installation of the
Wilshire Bus Rapid Transit by
the MTA.

The Wilshire Corridor is
already overwhelmed by
traffic congestion, accidents,
noise and air pollution.
Adding the BRT will only
add to these woes.

Very Sincerely,
Bella Greenfield,
Ph.D.



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 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.

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.

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.

(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 Portland Greenfield Phone/Fax _____

Address 11120 Sparks Road C-25

City/State/Zip LA

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) 386-8443 Fax: (213) 922-3060 E-Mail: MidCityWestside@mta.net

6/8/01

10-11-01

JUN 12 2001

SCANNED
IN RMC

Attn: David Mieger

I am writing to you regarding the Light-Rail system and I am in support of one which I know the westside needs but I am very opposed to the Venice/Sepulveda Diversion. It doesn't make sense to come along Sepulveda from Venice Blvd when ~~the~~ it could run along Exposition Blvd just as well. It will ruin our neighborhood which I love, as a lot of our streets in Westside Village make it feel a little more country-like living for a lot of us here. I already live on a street that is a short cut to the National Blvd to Overland on ramp to the ^(SR 10) freeway and I have a lot of cars going by my house from the early morning rush to the end of the day traffic coming back from work. We already need speed bumps which aren't here yet; but we don't need our other quiet streets taken away with more freeway traffic while this proposed diversion turns Venice/Sepulveda

is being built.

Jr

Westside Village is a nice serene
Neighborhood and I think it should stay
this way! Keep the Light Rail System
along Exposition Blvd like the area was
used before. It just makes more sense
and the area is much wider for tracks.
Sepulveda Blvd is a main artery and
one of historical routes going through
to the Valley. Putting a cement wall
up to hide the noise will just give
the street another downtown LA look.
It will eliminate the freedom we all
have here to be able to cross over to
the other side of the streets and instead
we will have railroad crossings.
National Blvd is just ~~too~~ busy of a
street for all to have to worry about
crossing tracks everyday.

Exposition Blvd. just makes more
sense to be the one for light rail system.

Please reconsider

Thank you

B. Groat

3

From: Mid-City WestSide
Sent: Monday, June 11, 2001 8:32 AM
To: 'ogrossman@glassgoldberg.com'
Subject: RE: The Expo Line

Mr. Grossman:

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: Ofer M. Grossman [mailto:ogrossman@glassgoldberg.com]
Sent: Sunday, June 10, 2001 4:19 PM
To: midcitywestside@mta.net
Subject: The Expo Line

OG(1)

To Whom it May Concern:

I am writing to express my support for the concept of a light rail transit line connecting downtown Los Angeles and Santa Monica. This light rail line would serve to reduce traffic, pollution, and parking problems that currently plague residents of Santa Monica, of which I am one. Ideally, the line would connect Santa Monica, Exposition Park, Staples Center, and even Dodger Stadium (perhaps via a shuttle), thereby connecting the busiest beach in California with many other cultural, educational, and recreational sites. At the same time, it would serve commuters and students.

Light rail is a proven alternative to buses and freeway construction, and offers the Los Angeles area a progressive, environmentally friendly alternative to worsening traffic and pollution as the population of our region continues to grow.

I urge to look closely at this option, and to support it.

Thank you,

Ofer Grossman
Santa Monica, CA

To Board of Directors,

My name is Andrew Gruchanovich
and I reside at 2737 Selby ave
in W.L.A. I am concerned about the
increased traffic and safety concerns
that the proposed ALT. 2 and ALT. 3
will bring to our community. I support
the proven alternative I wish to
Rapid Bus project.

Thank You, Sincerely

Andrew Gruchanovich



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 fully support the ExpoRail option. I feel the best mass transit solution is one that runs on its own right-of-way and does not take away street parking. Removing street parking on Wilshire will impact parking in surrounding neighborhoods and lack of parking could impact businesses. Los Angeles once had a successful light rail system, four routes of which ran to Santa Monica, and I would like to see a rail system return to that 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 Fred Gurzeler Phone/Fax _____

Address 15515 W. Sunset Blvd. #211

City/State/Zip Pacific Palisades, CA 90272



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

U.S. Department of Transportation
Federal Transit Administration

CHAG

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 Colette Labrad Phone/Fax 475-0810

Address 10733 Esther 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) 366-8443 Fax: (213) 922-3060 E-Mail: MidCityWestside@mta.net



RHALD

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 VERY MUCH HOPE THE EXPOSITION LIGHT RAIL LINE PUT IN PLACE IN THE VERY NEAR FUTURE. LIGHT RAIL IS THE ONLY VIABLE SOLUTION. LIVING IN SANTA MONICA, I WOULD USE THIS LINE TO GO DOWNTOWN L.A., AND ALSO TO GO OVER TO SOUTH PASADENA ON THE SLOW TO BE COMPLETED BLUE LINE TO PASADENA. IF YOU THINK THE RIDERSHIP ON THE EXISTING LINES IS GOOD NOW, WAIT TILL THE BLUE LINE IS COMPLETED. THE RIDERSHIP WILL BE INCREDIBLE. THE MORE LINES YOU COMPLETE, THE MORE VIABLE THE WHOLE SYSTEM WILL BE.

I DON'T THINK THE DEDICATED BUS LANE WILL BE A VERY GOOD DRAW. THERE IS A RESISTANCE TO RIDING THE BUS BY THE UPPER CLASS AND WESTSIDE AREA. IT WON'T EXIST WITH LIGHT RAIL. ALSO, LIGHT RAIL IS QUIETER, CLEANER, AND JUST MORE EFFICIENT. IF YOU BUILD IT, THEY WILL COME. BY THE THOUSANDS.

I'M VERY CERTAIN THAT IF YOU BUILD THE EXPOSITION LINE TO SANTA MONICA IT WILL BE ONE OF THE MOST HEAVILY TRAVELLED LINES THAT WILL BE IN PLACE. YOU WOULD BE SURPRISED HOW MUCH SUPPORT THERE IS ON THE WESTSIDE. UPPER MIDDLE CLASS PEOPLE WILL GET OUT OF THEIR CARS. JUST WATCH. I HOPE YOU CAN GET THIS DONE IN THE NEXT THREE YEARS.

JUST BUILD IT. THEY WILL RIDE IT.

(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 HAKKAMACK Phone/Fax (310) 664-0426
 Address 1028 PEARL ST.
 City/State/Zip SANTA MONICA, CA. 90405

SCANNED
IN RMC

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

AG

Sir,

Having read the Executive Summary of the Draft Environmental Impact Report of the Mid-City Westside Transit Corridor, I'm surprised that the MTA would consider motorists "redistributing themselves" (page 30) to new routes mitigation. This is in fact redistributing the problem.

} 1

I'm also very concerned that a "Loss of a left turn pocket on Sepulveda diverts traffic to side streets." (page 31). If that left turn pocket is at the Sepulveda/National intersection, the only side streets are to the East in West Side Village. Traffic Northbound on Sepulveda (which is designated "405 Alternate" by Caltrans) needing to make a left turn, would divert onto Queensland, and then North onto Military and thence left onto National. This would effectively convert Clover Ave. Elementary school into a traffic island for 405 Alternate traffic. This is not acceptable.

} 2

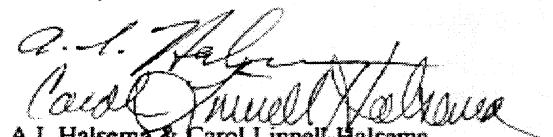
Page 32 states that "Significant impacts remain ... at ... Sepulveda/Pico, Sepulveda/Palms, Sepulveda/National." There is no mitigation described in the Summary for these impacts. Does the MTA consider them to be unsolvable within the constraints of the project? If so, this project does more damage to transit in this city than it should.

} 3

The entire diversion around Cheviot Hills has no apparent purpose, is needlessly expensive, interferes with an important thoroughfare (especially important with the addition of the traffic generated by the Playa Vista project), and damages the quality of life of the neighborhoods along its route. The diversion should be scrapped, and the existing right of way through Cheviot Hills should be utilized.

} 4

Sincerely,


A.I. Halsema & Carol Linnell-Halsema
3040 Midvale Ave.
Los Angeles, CA 90034



2-16

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 like the idea of a light rail
train in Exposition, but
I do NOT WANT NOISE
& confusion near my home!

(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 S Hampton Phone/Fax _____

Address 10908 Exposition

City/State/Zip L.A. CA 90064

Mail sheet by Friday, June 15, 2001 to:
MTA, ATTN: David Mieger, One Gateway Plaza, Mail Stop 99-22-6, Los Angeles, CA 90012
(310) 366-6443 Fax: (213) 922-3060 E-Mail: MidCityWestside@mta.net



M-1

June 14, 2001

MTA Board Members
c/o David Miéger, Project Manager
Los Angeles County MTA
One Gateway Plaza
Mail Stop 99-22-5
Los Angeles, CA 90012

Re: Support for Exposition LRT/Opposition to Venice/Sepulveda Diversion

Dear MTA Board Members:

I am writing because I attended the MTA's public hearing on May 15, 2001, and was appalled by what I saw and heard.] 1

First, just one glance at your Project Area Map for the proposed Exposition BRT/LRT project prompted many attendees to ask why the planned route did not stick to the Exposition right-of-way (ROW). More specifically, people wanted to know why the proposed route would not follow the relatively straight path along Exposition Boulevard, but would instead divert to Venice just after Robertson, and then divert back up to Exposition at Sepulveda (these two diversions, collectively, the "Venice/Sepulveda Diversion").] 2

As you know, there was no acceptable answer that could be given.] 3

In your public materials (including materials currently posted on your web site), you have represented that the Exposition BRT/LRT route would run along Exposition Boulevard following an abandoned ROW between Downtown Los Angeles and Santa Monica. What you have failed to mention in these same materials is that the MTA is not, in fact, going to make use of that portion of the historic ROW running through the Rancho Park/Cheviot Hills area—property that is already owned and controlled by the MTA. Instead, after listening to the complaints of a vocal—though certainly not representative—group of homeowners in the neighborhoods of Rancho Park and Cheviot Hills (neighborhoods generally considered a bit more prestigious than other neighborhoods crossed by the ROW), the MTA has apparently decided it makes political sense to ignore the natural, logical transit route and squander public money on the Venice/Sepulveda Diversion.] 4

In furtherance of this ridiculous decision, the group preparing the current EIR was reportedly told to turn a blind eye to the fact that sticking to the historic ROW (rather than going with the Venice/Sepulveda Diversion) would result in a more efficient, less costly project. Thus, the MTA does not seem to care how many of our Los Angeles County tax dollars will be needlessly spent so that the MTA can make nice with the homeowners of Rancho Park/Cheviot Hills. However, you really should care. Ordering an EIR that actively ignores the fiscal and environmental impact of diverting the project path away from the historical Exhibition ROW can, at best, be characterized as negligence and, at worst, official malfeasance.] 5

COMMENTS
Page 557



To add insult to injury, it seems quite clear that the benefits of implementing a Light-Rail Transit (LRT) system along the Exposition line would far outweigh the benefits of a Bus Rapid Transit (BRT) system along the same route. However, at the hearing we were told the BRT option is more likely to be approved than the LRT option because the MTA would like to approve a system that could extend all the way to the beach, and the MTA does not believe it will be able to obtain sufficient funding to build a LRT system that will reach the beach at this time.

6

In response, one must ask: If the MTA needs to find ways of making each dollar go farther, how can it possibly consider proposing a plan in which the straightest route available is ignored? Moreover, in light of its duty to act responsibly with its public funds, how can the MTA even consider proceeding with the Venice/Sepulveda Diversion when it doesn't know the fiscal ramifications of deviating from the existing ROW?

Developing a LRT system along the Exposition ROW (without the Venice/Sepulveda Diversion) makes sense for a number of reasons. First, any child could tell you that the most direct route from Downtown to Santa Monica would not include the Venice/Sepulveda Diversion. Second, as your materials indicate, the MTA already owns the historic ROW along Exposition Boulevard. Third, although some mysterious mounds of dirt have recently been used to cover some of the existing tracks in the Rancho Park/Cheviot Hills area (causing a number of Westsiders to exclaim that the MTA is now literally involved in a "cover up" effort), at the time the homeowners along the ROW purchased their properties, the existing ROW and rail lines were clearly visible. In the case of some of the longer-term owners, the lines were almost certainly still in use. Thus, while these homeowners have undoubtedly enjoyed the fact that the ROW was allowed to go dormant, it is unreasonable for them to think they can stop the MTA from making use of its own property—especially when this property could be a key component in the revitalization of the County's rail system.

7

One final, but related point, at the hearing we were told that political pressure has led to the linking of the Wilshire and Exposition projects, and that at this point neither one can proceed alone. If this is the case, the MTA is extremely shortsighted and ill advised. We desperately need better transit in Los Angeles, and there is no inherent link between these projects that would warrant holding up an Exposition LRT project if the Wilshire project cannot go forward.

8

You, as MTA Board Members, are tasked with doing what is best for Los Angeles County and the more than 9 million people in your service area. The Venice/Sepulveda Diversion is not in the County's best interest—it only serves to pacify one small group of homeowners who have little right to protest the MTA's development and use of the Exposition ROW. While it is evident that a few of you feel it is somehow appropriate to put the wishes of one small group ahead of what is best for the County as a whole, I am hopeful that the rest of you will put politics aside and do what you know is the right thing for the people of Los Angeles.

9

To that end, I urge all of you to re-evaluate your past decisions, and take whatever action is needed to give the people of Los Angeles what they want and deserve—Light-Rail Transit from Downtown Los Angeles to the Santa Monica Pier along the historic Exposition ROW (and not the Venice/Sepulveda Diversion).

6



Thank you in advance for your consideration in this matter.

JH

Sincerely,

Molly C. Hansen
c/o Digital Domain
300 Rose Avenue
Venice, CA 90291
310/314-2985

JUN 11 2001

Mike Irit HARARI

10601 Wilshire Boulevard, # 691
Los Angeles, CA 90024

MIHALO

June __, 2001

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

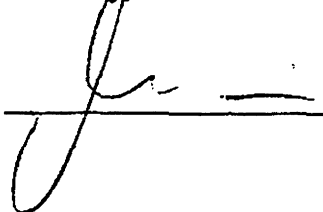
Dear Mr. Mieger:

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.] 1

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, emergency 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!] 2
] 3

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.] 4

Sincerely,

 7/6/2001

5xAG

May 29, 2001

To Whom It May Concern:

This document has been prepared by Joe and Diane Hariton for your consideration regarding the "Draft Environmental Impact Statement/Report" on the Mid-City/Westside Transit Corridor. We are specifically focusing on Alternative 3, of which we vehemently do not approve.

] 1

Please be advised we are homeowners residing at 10966 Ayres Avenue in Los Angeles 90064.

] 2

We hereby inform you of the following, relative to Alternative 3:

1. We support Alternative 1 as the Wilshire Rapid Bus is apparently a great success with proven ridership which travels through major destinations;

] 3

2. Exposition Boulevard does not service high density activity centers;

] 4

3. LRT is too costly to build and maintain. Its negative impact on our quality of life would greatly outweigh any alleged benefit of LRT;

] 5

4. Alternative 3 will increase traffic and reduce the safety of our community; and,

] 6

5. The noise in our community which will result from the invocation of Alternate 3 will be unacceptable.

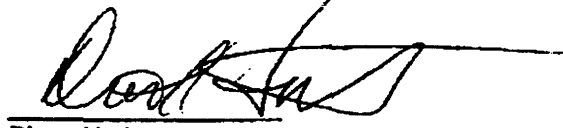
] 7

Thank you for your attention to this matter and your efforts in ensuring that Alternative 3 is not utilized.

] 8

DATED: May 29, 2001


Joe Hariton


Diane Hariton



LOS ANGELES, CALIFORNIA 90012
(213) 847-2489

OFFICE OF THE MAYOR

RICHARD J. RIORDAN
MAYOR

June 6, 2001

Joe & Diane Hariton
10966 Ayres Ave.
Los Angeles, CA 90064

Dear Mr. & Mrs. Hariton:

Thank you for your letter to the City of Los Angeles Mayor's Office regarding the "Draft Environmental Impact Statement/Report". 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,

A handwritten signature in cursive script that reads 'Maria Bouchereau'.

Maria Bouchereau
Constituent Services
Office of the Mayor





JUN 19 2001

SCANNED
IN RMC

CH(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.] 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 Carol A. Halmon Phone/Fax 310-474-3326

Address 10983 Ruyter Ave

City/State/Zip Los Angeles, Calif. 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

MAY 18 2001

Michel and Denise Harriet
2550 Bentley Avenue
Los Angeles, CA 90064

May 15, 2001

M H A (C)

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

Dear Mr. Mieger,

We are writing to express our concern about the recently announced plan to build a 260 space parking area which would be located right up the street from us on Exposition Blvd. between Sepulveda and Military. We are strongly opposed to this plan for the following reasons: decreased property value, increased traffic congestion, and increased security risks among other reasons noted in this letter.

As with anyone who owns property, one of the primary concerns is the maintenance of property values. We are senior citizens who have lived in this home for many years. This is our only investment making it imperative that we maintain its value. It should be obvious why property values would be affected by this proposed lot. We touch upon some below.

Since our street would provide direct access to this proposed parking lot, increased traffic congestion on our street and the surrounding residential streets would be a major concern. Sepulveda Blvd. is always very busy and commuters, always finding faster ways to get to their destination, will use the residential streets to get to the parking lot. In spite of Sepulveda Blvd. around the block with the postal depot and the parking enforcement building on the corner of Exposition and Sepulveda, we have managed to keep Bentley relatively quiet. However, with a parking lot up the street, commuters will be rushing up and down our street to get to and from the parking lot. There are currently families with children who are concerned about the effect increased traffic will have on their children's safety. It is logical that any potential buyers with children would have the same concern.

Related of course to the increase in traffic is increased pollution from the additional vehicles that will constantly be passing through our neighborhood. We already have to contend with pollution caused by the nearby 405 and 10 freeways and Sepulveda Blvd. We don't want yet another pollution contributor.

We are faced every day with security risks. By increasing traffic in the area, there will also be an increase in security concerns for our homes and us. Any time there is a loss of privacy, security and safety are at risk. If the proposed parking lot fills up, what's to prevent people from parking on the local streets? In fact, people may decide that it is more convenient for them to park on a local street regardless of whether the lot is full simply for easy access and exit.

We have continuously had to fight over various issues to maintain the pleasant environment of our neighborhood. Some time ago, the residents of our community even contributed money, personally paid and cared for Oleanders to be planted right where the parking lot is being proposed in order to promote the residential feel of the community. We want the assault on our neighborhood to stop.

We urge you to please find another location for this parking lot. Our fellow neighbors also echo these thoughts.

Sincerely,

Michel Harriet
Mr. Michel Harriet

Denise Harriet
Mrs. Denise Harriet

Mr. Harris:

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: Bradley Harris [mailto:bradleya_harris@yahoo.com]

Sent: Thursday, June 14, 2001 10:54 PM

To: MidCityWestside@mta.net

Subject: Comment on DEIS/EIR on the Mid-City/Westside Transit Corridor

BR AH (1)

To Whom It May Concern:

I would like to comment on the DEIS/EIR on the Mid-City/Westside Transit Corridor.

I think that the Exposition Light Rail alternative (Alternative #3) should be reconsidered and abandoned.

This alternative does not provide the necessary transportation links to the communities which would be greatly impacted by this alternative.

The Green Line light rail system provides a possible solution to traffic congestion because it runs down the middle of the Century Freeway (#105).

This idea could be used for both the Santa Monica (#10) and the San Diego Freeways (#405). Light rail systems could run in the median of both freeways.

This idea would provide the necessary transportation linkages and services to the communities in the Mid-City /Westside area without significant impacts.

Sincerely,
Bradley Harris

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Do You Yahoo!?
Spot the hottest trends in music, movies, and more.
<http://buzz.yahoo.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

Sent: Sunday, June 10, 2001 5:27 PM
To: zev@bos.co.la.ca.us; rriordan@mayor.lacity.org;
midcitywestside@mta.net
Subject: Lite Rail on Exposition Blvd.

SKH(1)

Gentlemen:

My name is Skip Harris. My wife, Victoria, and I live in West LA, two blocks south of Exposition blvd. and two blocks west of Westwood (2811 Kelton Ave.) Our neighborhood will be dramatically and adversely impacted by proposals to run Light Rail on Exposition Blvd. We are opposed to any Light Rail or BRT on Exposition Blvd!

1
2

More importantly, the city will be spending money that will not serve the best interests and needs of the entire community. We understand there are three alternatives being considered by the MTA. We do support Alternative 1, Wilshire BRT (Bus Rapid Transit).

3
4

We do not support Alternative 2 (Wilshire BRT and Exposition BRT) or Alternative 3 (Wilshire BRT and Exposition LRT (Light Rail Transit)).

5

Clearly, Exposition Blvd. does not have the ridership that is needed to justify the negative impact it will have on the local residents. Several years ago we supported a bus detouring off Robertson remaining on Venice Blvd. to the beach. This had a high ridership.

6

Alt 3 has a station at National/Sepulveda, Sawtelle/Exposition, and Bundy/Exposition. With these stations come parking lots. This will increase the traffic and other problems that come with having a park and ride lot. Commuters and those going to Exposition park, Staples Center and Downtown activity centers will be parking in these lots.

7

Traffic will increase dramatically on Sepulveda at Pico, Palms and National! There will be crossing gates at all street crossings where the speed is above 35mph. Motorists will use Military Ave. to avoid Sepulveda! The traffic will be horrendous!

8

Please support Alternative 1. Please do not consider Alt 2 or Alt 3.

9

Thank You.
Skip and Victoria Harris

SK H(1)

From: Mid-City WestSide
Sent: Monday, June 11, 2001 8:37 AM
To: 'skip.harris2@att.net'
Subject: RE: Lite Rail on Exposition Blvd.

Mr. & Mrs. Harris:

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: skip.harris2@att.net [mailto:skip.harris2@att.net]

COMMENTS
Page 568

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: Stan Harris [mailto:sharris@usc.edu]

Sent: Monday, June 11, 2001 5:55 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@cityoflancafterca.org; BeAPro@aol.com;

pam-oconnor@santa-monica.org; friends4expo@aol.com

Subject: Support Exposition Light Rail!

STAH(1)

As USC University Psychiatrist living in MidCity, I experience and hear about commuting delays and stress almost daily. Westside commute traffic adversely impacts the quality of life for me, my colleagues, my patients, and other USC students.

] 1
] 2

The Exposition Light Rail would improve Westside transportation and relieve freeway congestion for all of us.

] 3

Please build the Exposition Light Rail as soon as possible...for public health!

] 4

Sincerely,

Stanley E. Harris, M.D.

857 Downey Way, #100

Los Angeles, CA 90089

STAHU

From: Mid-City WestSide
Sent: Monday, June 11, 2001 8:52 AM
To: 'Stan Harris'
Subject: RE: Support Exposition Light Rail!

Mr. Harris, M.D.:

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JHC

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: David Mieger, MTA
 Supervisor Yvonne Burke
 Supervisor Lev Yeroslavsky
 Mayor Richard Riordan

May 30, 2001

(actually also mailed from 1977)

I have lived in the area "West of Westwood" (Rancho Park) since 1977. I chose to live here because of the nice neighborhood, clean and well-kept houses and yards, and close proximity to Westwood, UCLA, Santa Monica and the ocean, and LAX from which I travel frequently for work.

Since 1977, I have seen many homeowners improve their properties, and I too have remodeled and added landscaping and take pride in my neighborhood and surroundings. On the other hand, the city streets are full of potholes and rarely ever resurfaced and properly. Increased jet noise and flights to and from Santa Monica Airport have almost ruined any peace and tranquility to the neighborhood, especially weekends.

Now - you wish to further increase traffic and noise to the community as well as increase safety concerns by the various Project alternatives to the Mid-City/Westwood Transit Corridor - and Exposition Blvd. The only viable alternative (I still favor a bicycle path to Santa Monica!) is Alternative 1 - the Wilshire Bus Rapid Transit (BRT) - which has shown proven ridership and goes through major destination areas, mostly commercial. Exposition Blvd. does not service high density activity centers, but mostly single family homes.

Our quality of life is at stake. Alternatives 2 or 3 will make me seriously consider moving out of the area. Please support Alternative 1 only. Don't make me move out of a neighborhood I love and called home for 24 years. Thank you. Jackie Haskins Home Owner

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

Name JACKIE HASKINS Phone (562) 980-3170 x 201
 Address 2612 TILDEN AVENUE (WORK)
 City/State/Zip LOS ANGELES, CA . 90064

From: Mid-City WestSide
Sent: Wednesday, May 30, 2001 9:06 AM
To: 'Tom & Lisa Hatter'
Subject: RE: I strongly support the Expo Line light rail transit line from downtown LA to Santa Monica.

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: Tom & Lisa Hatter [mailto:lmhatter@email.msn.com]
Sent: Wednesday, May 30, 2001 1:57 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@cityoflancafterca.org; BeAPro@aol.com; pam-oconnor@santa-monica.org;
friends4expo@aol.com
Subject: I strongly support the Expo Line light rail transit line from downtown LA to Santa Monica.

TOHCl

I strongly support the light rail transit line from downtown LA to Santa Monica. I have been riding the Red Line from North Hollywood since July of 2000. I love taking it and I have decreased my annual car mileage by 25%. I can travel from the Universal stop to Vermont and Sunset in 10 minutes. I find I am must less stressed when I take the train too. I love taking the train and I have encouraged three of my staff members to take it and they all are taking it and loving it. Two of those staff members take the train from Long Beach. I just traveled to Sacramento and I took their light rail to the Jazz Festival. That was great too. I have heard many of my friend say that they would take the train if there was one from Santa Monica. I strongly support the light rail transit line from downtown LA to Santa Monica.

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From: Mid-City WestSide

From: Mid-City WestSide
Sent: Monday, June 11, 2001 8:27 AM
To: 'sksasseen'
Subject: RE: Exposition right of Way transit line

Ms. Haun:

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: sksasseen [mailto:sksasseen@earthlink.net]
Sent: Saturday, June 09, 2001 7:52 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: Exposition right of Way transit line

DZH(1)

Dear MTA Members,

I am writing to you to support a light rail transit along the Exposition corridor. I am from Portland Oregon and I can attest to the fact that a light

rail system does alleviate traffic and helps citizens get to where they need to be in a efficient manner. Why anybody would be against such a practical idea is beyond my comprehension. In the years that I have lived on the West side I have seen traffic get more and more crowded. I would use this system to reach many different destinations instead of using my car (which pollutes the air, uses gas and adds to the congestion!).

I know I do not speak alone on this matter, please do something good for LA and make this happen!

Sincerely,
Diane Haun
Culver City

3311 West Third Street # 1-430
Los Angeles, CA 90020

COPY
FOR MTA
STAFF/
FILE

June 9, 2001

AH (1)

Hon. Yvonne Brathwaite Burke
Chair, LACMTA
1 Gateway Plaza - Mail Stop 99-3-1
Los Angeles, CA 90012-2952

Dear Supervisor Burke:

I am writing to comment on the Mid-City/Westside Transit Corridor Study, and particularly in support of Alternative 3: the Wilshire BRT/Exposition LRT alternative.] 1

First of all, however, I want to thank the LACMTA for the opportunity to comment on this important transportation alternative Draft EIS/EIR. I find that it covers practically all of the major issues that need to be resolved in moving forward to develop the Westside Transit Corridor. An excellent job was done by staff and their consultants in bringing this material together and presenting it in understandable form. I have always considered the Westside a single broad corridor that has at least two components—Wilshire and Exposition Boulevards, both of which have to be addressed to provide the mobility we need.] 2] 3

The Wilshire boulevard component will represent a next stage in the evolution of efficient bus transit along this important arterial, following on the success of the Metro Rapid limited stop service which was recently introduced. The next step should include the use of larger articulated buses, for higher capacity, and self-service fare collection, with three broad doors on a side to quickly and easily load and unload passengers. This is one of the most important innovations that came about with the introduction of light rail transit, and the concept should be applied to high volume bus routes such as the 'red bus' as well.] 4

A number of options are available to improve the Wilshire Boulevard component, and the basic options for providing double busway lanes (for bus movement in both directions) along Wilshire have been well explained and illustrated in the Draft EIS/EIR. Any of these would probably work under certain circumstances. I will not comment on what treatment should be used for any specific section, but only suggest that different areas of Wilshire might employ different treatments (curb lane, center lane, etc.) and that local preference, or need, might also dictate that some segments do not get reserved bus lanes.] 5] 6

I would also suggest that if there is opposition to loss of on-street parking space in certain sections, it might be possible to install a single median bus lane only in particular areas to allow the buses to circumvent highly congested mixed flow lanes. This might be a reversible lane with buses using it in one direction during the AM peak and the other direction during the PM peak. Buses using the bypass lane would of course have signal priority as do the Route 720 buses today, but the buses in the reverse direction in mixed flow lanes under this scenario should be given either a higher level of priority, to keep them moving. Of course, double lanes would be] 7

required at bus stops, except where sidewalk stations are used.

However, I would emphasize that even if no bus lanes were provided, simply providing articulated buses with self-service fare collection would be a significant corridor improvement. I know that I would personally use the improved service to go to the Art Museum and other museums in the Mid-City section, and probably also to get to Westwood as well.

I strongly support an Exposition light rail line from downtown Los Angeles to Santa Monica for the other major transit component of the Westside Corridor. LRT is the most effective form of urban mass transit for moving large volumes of people at a reasonably fast speed, especially during peak periods. I would add that it is very comfortable and I have found that I can even do a fair amount of paperwork while riding the Blue Line to occasional medical appointments in Long Beach. Other Cities like St. Louis, Dallas, Portland, and San Diego have installed light rail lines with a high degree of success and many other cities are planning and building LRT in the US today.

In this specific case it would be very useful for us to be able to connect downtown LA, USC, Culver City, and Santa Monica with a light rail line along the Exposition Corridor. I would personally find such a line an attractive way to get to USC and the Exposition Park museum complex—and to book stores, antique swap meets, mall, and movie theatres in Culver City and Santa Monica. (In terms of theatres I am including the Saturday and Sunday morning foreign film specials in Santa Monica—yes, Santa Monica has truly regional trip attractions in addition to the beach -- and of course the IMAX theatre at Exposition Park.)

To carry the same number of people as a 3-car LRT train, but using articulated buses instead (I am thinking of a 3-axle, 60' articulated bus that can maneuver in traffic where necessary) would mean four times the number of signal interruption events at grade crossings, and could cause major traffic problems. Otherwise you would have to scale back the number of bus runs, and greatly reduce capacity. I don't believe that is what we want to do on a major urban transit corridor linking our urban centers: we want 50,000 riders per day or more, not half of that or less.

The higher performance of LRT is made quite plain in the summary profile of alternatives on page 18 of the Draft EIS/EIR. Page 29 of the Environmental Evaluation of these alternatives strongly suggests, in terms of ridership projections, that Alternative 3 is the Environmentally Superior Alternative on the basis of diversion of trips from the automobile -- a not unimportant matter in one of the smoggiest cities in the country, and in light of rising gasoline prices.

Some opponents of putting light rail on Exposition have commented that, other than during World War II, this line carried mainly freight and only a few passenger trains per day in the Pacific Electric days. Actually, what we are interested in is the use of an available, presently unused right-of-way, not in its past use. What makes the Exposition right-of-way valuable is the fact that it closely parallels the Santa Monica Freeway. Other Yellow Car and Red Car lines built up the neighborhoods along Exposition, and the freeway when it was constructed gave this Westside growth another major boost. In fact, through Cheviot Hills and Rancho Park the freeway was located right next to the railroad right-of-way as a matter of convenience, and it

very closely parallels the old Red Car R/W all the way from Culver City to Santa Monica, which greatly enhances the value of an Exposition Line.

The most direct route through to Santa Monica is of course following the old right-of-way between eastern Culver City and the 405 Freeway. I recognize that there has been considerable neighborhood opposition to this part of the route on the part of some Cheviot Hills and Rancho Park people (even to the idea of putting the line in an open cut with no provision for a station at either Overland or Westwood Blvd.). While I had originally had some misgivings about the re-routing down Venice Boulevard and up Sepulveda, as discussed in the Draft EIS/EIR, I now believe it is workable. The problem is primarily along Sepulveda, which is narrower than Venice; however, with design features such as curb cuts for parking, some short sections of single track private R/W combined with the second track in street running to go around left turn pockets, effective traffic control devices giving LRT priority, etc., it should be workable.

An interesting aspect of the Venice/Sepulveda alignment is that if we build this, we will have parts of two potential future lines combined in the same project. It will provide better access to downtown Culver City, the movie studios, Brotman Medical Center, etc. and there is potential in the long term to someday build a branch line out to Venice Beach or perhaps down Culver Blvd. to Marina del Rey—as well as to eventually “close the gap” and provide an express ‘short cut’ to Santa Monica along the Exposition R/W and 10 Freeway.

At the same time, it appears that in the process of asking for comments on this EIS/EIR, the stage is being set for a major dispute between opponents of the Venice/Sepulveda alignment on one hand, and opponents of the direct route along the old PE line through Rancho Park on the other. I would note that there appears to be a third option, of following the 10 Freeway route through Rancho Park which was originally suggested by residents of that neighborhood. This may be feasible although it would entail more engineering challenges as compared to following the old PE line. I have included a discussion of this, i.e. how it might be done, along with some other technical comments in a letter to Mr. David Mieger, the Project Manager for the Mid-City/Westside Transit Corridor Study [copy enclosed].

In conclusion, I believe that regardless of which specific alignment option is chosen for Expo LRT through Rancho Park and Culver City, I believe that only light rail can deliver what the public wants, and deserves, along this major transport corridor to the Westside. This is why I would urge the MTA Board to chose Alternative 3 for Westside Transit Corridor development.

Sincerely,



Alan D. Havens, Ph.D.

Transportation Analyst

(w) 213-236-1851

3311 West Third St. # 1-430
Los Angeles, CA 90020
June 21, 2001

JUN 25 2001

SCANNED
IN RMC

AH (2)

Hon. Yvonne Brathwaite Burke, Chair
LACMTA
1 Gateway Plaza - Mail Stop 99-3-1
Los Angeles, CA 90012-2952

Re: Vote on Mid-City/Westside Transit Corridor Study

Dear Supervisor Burke:

I am writing to urge you, and the entire LACMTA Board, to vote at the upcoming June 28 MTA Board Meeting for a light rail line along Exposition Boulevard, as well as to take steps to improve the Metro Rapid bus service along Wilshire Boulevard, including such busway segments as are found to be practical and have local support.

First, however, congratulations are in order: referring to the news that the MTA Board has voted to hire Roger Snoble from Dallas to be the MTA's new CEO. Last fall I had the opportunity to see and ride on Mr. Snoble's DART system, and have to report that Dallas has a first-rate bus service, well-developed modal integration with rail, and commuter trains from downtown to the Dallas-Ft. Worth Airport with van shuttles at present (and plans for direct airport service in the future). But the light rail system impressed me the most, with its sleek, comfortable 65 MPH light rail cars, and cost-effective application of practically every major kind of rail construction, appropriate to each line and segment. Hiring Mr. Snoble may be a landmark decision for the future of public transportation in Los Angeles County, perhaps as important as the decision to proceed with the Alameda Corridor for freight movement.

Returning to the LA Westside Transit Study, I would note that the Los Angeles City Council has voted by 9 to 0 in favor of light rail on Exposition, and I am in strong agreement with the MTA Staff Report relating to both Wilshire Boulevard and Exposition.


The staff recommendation to begin with a Minimal Operational Segment for light rail from downtown to USC, and proceed with preliminary engineering to Venice/Robertson is an extremely practical way to proceed towards ultimately implementing an LA-Santa Monica line. I am completely in agreement with the conclusion in the Staff Report that the bus frequencies for a high-volume line along Exposition would overtax the ability of the signalling system to provide bus priority, and that LRT will prove to be far more practical for this corridor.

In the long term, to extend the line beyond Robertson a decision will have to be made concerning a route through, or a route bypassing Cheviot Hills/Rancho Park. I would tend to agree with the advocates of following the old railroad right-of-way through this section, as the fastest and most cost-effective way to extend the line to West LA and Santa Monica--probably using a fenced, open cut as a neighborhood mitigation here.

However, the Venice/Sepulveda route although slower for through trips would provide good area coverage in Culver City/West LA and I believe this is a route we could live with. Since the right-of-way is somewhat narrow along Sepulveda, I would recommend that MTA staff be given considerable latitude in developing specific treatments to suit each of eight short segments that make up this route—especially with regard to the section where the line curves off of Venice; at Palms; south and north of National; and at the north end approaching Exposition where the R/W becomes still narrower by about one lane.

Since both the direct route via the railroad R/W and the Venice/Sepulveda route have vocal opponents, I had described a possible freeway alignment in my earlier comments. I do not however believe the freeway route through Rancho Park/Cheviot Hills should be a first choice because of likely construction impacts on freeway ramps, nor do I believe it should be rejected out of hand until we have an agreement to construct the LRT line along one of the other routes. The worst thing would be to have the Exposition Line end at Robertson with no way to get through to Santa Monica.

Sincerely yours,


Alan D. Havens
213-236-1851



SHAWG

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.

* Provide the Benches * May 7th 2001]
 to sit - so important you have -

In regards to new transport ind. I have been forced to take the buses & trains due to my suspension of drivers license by the DMV - NO Accidents, NO Failures to appear - I Skilled driver & once professional delivery girl, my mental condition after a mental breakdown at Santa Monica College cancelled my stability, but not my driving skills - The DMV 2 1/2 yrs ago cancelled my license & will not test me or acknowledge hardship - NO Accidents, NO failures to appear - PRO & CON Medical evaluation they refuse to test - I have begun my law suit against them, &

(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 SINDY HAWKES Phone/Fax (310) 452-3861
 Address 6 PALM Motel, 2020-14TH ST
 City/State/Zip SANTA MONICA - CA - 90405



MAY 22 2001

SCANNED

IN RMC U.S. Department of Transportation
Federal Transit Administration

EH (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.

19 May 2001

I am a twenty- nine year old native of the Westside. I do not support light rail because I think it's expensive and unnecessary. As it is, there are buses that go downtown. I have used the #10 Santa Monica blue bus to get back from downtown. I think what we need is an upgraded and improved system of buses so that people like me will know they have a way of getting to and from downtown without use of a car.

} 1
} 2

The part of Los Angeles that the light rail would occupy is too congested already and putting light rail on Venice Blvd. might threaten the well used bike path. Putting it on Sepulveda Blvd. is unwise because the street is too narrow and would make traffic very congested if a lane were taken for this transport.

} 3

I think rapid buses along Wilshire Blvd. are a good idea, but I don't think they will significantly alleviate traffic. Why not put a light rail along Wilshire Blvd.?

} 4
} 5

Because L.A. is a city so close to the ocean and subways destruct below ground earth layers, subways are not viable. The city should've never allowed such high rise construction along Wilshire Blvd.- especially the very dense area just east of Westwood Blvd.

} 6
} 7

Elaine Healy

(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 _____

COMMENTS
Page 581

JUN 06 2001

SCANNED
IN RMC

D H ()

June 3, 2001

Los Angeles County MTA
Attn: Mr. David Mieger
1 Gateway Plaza
Mailstop 99-22-5
Los Angeles, CA 90012

Dear Mr. Mieger,

As a registered voter and homeowner in the Westside Village section of the City of Los Angeles, I would appreciate it if you would vote YES on the consideration for Expo LRT light rail on the existing Exposition Boulevard track right of way. This route is made for rail traffic and will be the most cost-effective, cleanest system under consideration.

} 1
} 2

I would urge you to vote NO on the Expo LRT Venice/Sepulveda light rail diversion. This route would impact far more traffic and cost more than the Exposition Boulevard track right of way. We do not need additional pressure on our North-South transitways.

} 3
} 4

I would urge you to vote NO on any Busway option - this would be the most intrusive, dirtiest and least capable of the options under consideration.

} 5

Thank you for considering my position on this important matter.

} 6

Sincerely,

David W. Heaton
3027 Veteran Avenue
Los Angeles, CA 90034
(310) 473-5637

SCANNED
IN RMC

MAH (1)

June 3, 2001

Los Angeles County MTA
Attn: Mr. David Mieger
1 Gateway Plaza
Mailstop 99-22-5
Los Angeles, CA 90012

Dear Mr. Mieger,

As a registered voter and homeowner in the Westside Village section of the City of Los Angeles, I would appreciate it if you would vote YES on the consideration for Expo LRT light rail on the existing Exposition Boulevard track right of way. This route is made for rail traffic and will be the most cost-effective, cleanest system under consideration.

} 1
} 2

I would urge you to vote NO on the Expo LRT Venice/Sepulveda light rail diversion. This route would impact far more traffic and cost more than the Exposition Boulevard track right of way. We do not need additional pressure on our North-South transitways.

} 3
} 4

I would urge you to vote NO on any Busway option - this would be the most intrusive, dirtiest and least capable of the options under consideration.

} 5

Thank you for considering my position on this important matter.

} 6

Sincerely,

Martha J. Heaton
3027 Veteran Avenue
Los Angeles, CA 90034
(310) 473-5637



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 Jan D. Hejner Phone/Fax 310-2478-7130
Address 11241 Pearl St.
City/State/Zip LA, Ca. 90064

JUN 06 2001

SCANNED
IN RMC

3311 Veteran Ave
Los Angeles, CA
June 1, 2001

R H (1)

L. A. County MTA

ATTN: David Mieger

a light Rail System along Exposition would be OK,
but the proposed diversion (being termed the Venice /
Sepulveda Diversion) would be a terrible disaster for
us home owners in Westside Village.

We need to keep our neighborhood quiet and are
very much opposed to it, that is, to the
Venice / Sepulveda Diversion! There must be
a different solution!

Sincerely,

Regina Heinrich

Dear Mr. Mieger,

If I thought that the Venice-Sepulveda diversion
would greatly reduce traffic congestion in the area
I might be willing to make the considerable per-
sonal sacrifices demanded; I just can't see
that happening. Congestion, after a short lag
is likely to keep pace with capacity.

Sincerely, Paul Heinrich

R 0H(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 in favor of the Exposition Light Rail alignment as described on the supplied maps. However, I would like to make sure that MTA provides sufficient park-and-ride spaces at the stations in the middle of the route – specifically, at Crenshaw and La Brea. I live in the Baldwin Hills area and would very much like to be able to utilize light rail in my area, but unless park-and-ride lots are provided at these stops, there will be little incentive to get people out of their cars and onto the trains. 2

One of the real irritations on the Red Line is that there is no easy parking available at the Wilshire/Western stop. I often use the Red Line to go downtown to the Central Library and for other errands. The lack of public parking at the Wilshire/Western station requires me to pay for parking in private lots. Why the MTA built park-and-ride lots at Universal City and in North Hollywood but never thought to put them at Wilshire/Western is a mystery to me. There appears to be an emphasis on suburban riders (who have cars but want to use the Red Line to get downtown or to Hollywood), or on inner city riders who do not drive. No one appears to address the needs of mid-City persons who HAVE a car and want to use the transit systems when possible. 3 4 5

I love public transit systems, when they are done well. I would love to see a good subway system built throughout Los Angeles, but failing that, light rail is a good start. 6

Robert Helfman
1058 Don Luis Drive
Los Angeles, CA 90008
323-291-9123

(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 586

JUN 15 2001

SCANNED
IN RMC

MIH (1)

To The MTA:

I am writing to urge you not to endorse the Light Rail on the Exposition ROW. I live in Rancho Park, very close to the place where the rail would run. I purchased a home in this neighborhood because it was affordable, but also because it was safe for children and had a good public school. But the neighborhood will be ruined by the Light Rail. The noise pollution in addition to what we already have from the 405 freeway and Santa Monica planes overhead, and safety and traffic concerns will impact us greatly.

Obviously, I have understandable concerns about the fact that my house will be worthless - that everything I ever worked for and saved for will be taken away. I also have legitimate concerns about the fact that, as a result of the Light Rail (and the resulting fall in property values) what is now a nice, safe lower to middle income neighborhood will become yet another derelict neighborhood - who would choose to live next to what is basically a loud, noxious subway system?

But my greatest concern is safety. As I know you are well aware, recently there have been fifty-eight (!!!) deaths caused by light rails in and around Los Angeles. Exposition runs directly in back of my seven year old son's elementary school. Children play near the tracks, walk to and from school via that route, and parents drive their children to and from school across what was once the train line. If the Light Rail proceeds, we will be continually forced to cross the train line to get our children to school. Who knows when the next fatality will come. And if you choose to proceed, knowing that these fatalities are basically not preventable (as one of your own recent studies showed), who will be responsible for the death of a child??

Buses are obviously the safer option.

Please, please, please vote against the Light Rail on Exposition ROW.

Yours,

Miranda C. Heller

JUN 11 2001

SCANNED
IN RMC

Sylvia M. Heller
10601 Wilshire Boulevard, 1603
Los Angeles, CA 90024

June 8, 2001

J Y H (1)

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 long time 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.] 1

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.] 2
The potential decrease in lanes for service vehicles, emergency 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.] 3
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.] 4
] 5
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 as well as the tax base. 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.] 6

Sincerely,

Sylvia M. Heller

Sylvia M. Heller

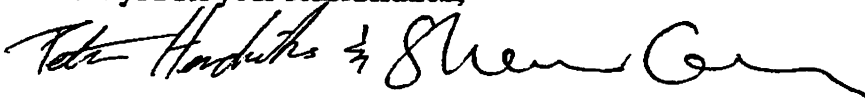
PHK(L)

LA County MTA
ATTN: David Mieger
1 Gateway Plaza
Mailstop 99-22-5
LA, CA 90012

Dear David Mieger:

As residents in the Westside Village we are now aware of the current plans for the Light- Rail System. We appreciate all of your hard work regarding this matter, we are supporters of this transportation system but strongly oppose the Venice/Sepulveda diversion. We believe that this is unnecessary and it would greatly affect our pleasant neighborhood.] 1

Thank you for your consideration,



Peter Hendriks & Shannon Conklin

To: 'Dennis P. Hilgenberg'
Subject: RE: Please Support Light Rail along Exposition Corridor

Mr. Hilgenberg:

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: Dennis P. Hilgenberg [mailto:dphmail@pacbell.net]

Sent: Sunday, June 10, 2001 7:27 PM

To: friends4expo@aol.com; pam-oconnor@santa-monica.org; BeAPro@aol.com;

froberts@cityoflancasterca.org; fasanajr@pcmagic.net;

jwalden@mayor.lacity.org; jlgaspi@aol.com; bernson@c12.ci.la.ca.us;

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

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

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

Subject: Please Support Light Rail along Exposition Corridor

DEH (1)

Hello,

I am writing to express my support for the proposed light rail line along the Exposition Blvd. corridor, linking downtown L.A. (including USC) to downtown Santa Monica. Los Angeles NEEDS a high-capacity, fast means of transportation from the West Side to downtown. Ideally, one would like to see a subway extension along Wilshire Blvd. and/or Santa Monica Blvd., but either of these will cost a fortune and will take many, many years to construct. The MTA owns most of the right-of-way to build a light rail line along Exposition (indeed, there was passenger rail service along this corridor not so many decades ago), and it should take advantage of that fact. The more rail lines are built, the more useful the rail system will be to an increasingly large number of people.

1
2
3

Sincerely,

Dennis P. Hilgenberg
515 1/2 N. Spaulding Ave.
Los Angeles, CA 90036-1376
dphmail@pacbell.net

From: Mid-City WestSide
Sent: Monday, June 11, 2001 8:40 AM

JUN 13 2001

SCANNED
IN RMC

BRENDA HILLMAN
3424 SOUTH BENTLEY AVENUE
LOS ANGELES, CA 90034

June 11, 2001

BH (1)

David Mieger, Project Manager
Los Angeles County MTA
One Gateway Plaza
Mail Stop 99-22-5
Los Angeles, California 90012-2952

Re: MTA Expo Light Rail
Venice/Sepulveda Diversion

Dear Mr. Mieger:

I am a homeowner in Westside Village. I am writing with regard to the Venice/Sepulveda diversion, MTA's plan to divert a light rail train or dedicated rapid bus line off of its right-of-way on Exposition Boulevard to avoid Cheviot Hills.

} 1

I have reviewed the Executive Summary of the Environmental Impact Study. I respectfully request that the MTA address the following questions and concerns, which are not addressed in the Environmental Impact Study:

} 2

1. What is the impact and feasibility of the proposed diversion onto Sepulveda Boulevard when coupled with the recent designation of the same area of Sepulveda Boulevard as an alternate route for the 405 Freeway?

} 3

2. What provisions will be made for the inevitable flow of traffic from major thoroughfares onto our residential streets (many of which have no sidewalks), particularly in passing Clover Elementary School and Charnock Elementary School, both during the construction, anticipated to take several years, and afterward? This inquiry includes safety measures, parking provisions, traffic flow controls, freeway access (both the 405 and 10), crime prevention, street repairs and noise factors.

} 4

3. What is the cost of construction of the Venice/Sepulveda diversion?

} 5

4. What is the cost of the necessary mitigation actions, as acknowledged in the Environmental Impact Study, for the Venice/Sepulveda diversion?

} 6

June 11, 2001
David Mieger, Project Manager
Los Angeles County MTA
Page 2

5. Why did the MTA Board mandate that its own right-of-way on Exposition Boulevard be avoided through Cheviot Hills?

7

I am opposed to the proposed Venice/Sepulveda diversion. I request that you reconsider, and reject, any plan to divert off the existing MTA right-of-way onto Venice and Sepulveda Boulevards.

8

Very truly yours,



BRENDA HILLMAN

BH:sbe



BH(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.

Regarding the Venice/Sepulveda diversion:

1) What is the cost -
 of construction (tearing up & rebuilding
 Venice Blvd & Sepulveda Blvd)
 of the mitigation mandated to reduce
 impact
 -including, without limitation,
 sound walls/barriers
 parking
 wheel & rail maintenance
 crossing gates
 fences
 education programs
 security
 traffic diversion into neighborhood

2) why did the MTA Board mandate the diversion
 to avoid Cheviot Hills on its right-of-way
 on Exposition Blvd?

3) How will the MTA mitigate the traffic diversion
 off Sepulveda through the residential street
 of Westside Village, particularly post closure
 of Elementary School

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

Name Brenda Hillman Phone/Fax 310/558-3863
 Address 3424 S. Bentley Ave
 City/State/Zip LA CA 90034



TH (1)

Jun 3rd 2001

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.

In the third paragraph, The Wilshire Advocates Coalition said 'The Bus Rapid Transit (BRT) system is an express bus system that will use specially designed buses that stop at stations only every ~~one~~ ^{one} mile. In my belief, the distance between the intersection of Wilshire Boulevard and Santa Monica Boulevard to the intersection of Wilshire Boulevard and Westwood Boulevard is more than two miles, but there is not a BRT stop station. Specially there is not sidewalk in most part of the north side of Wilshire Boulevard. So, it is necessary to have one BRT stop station at the intersection of Wilshire Blvd. and Westholm^{st.} or at ^{the} intersection of Wilshire Blvd and Warner Street. That is exactly in the middle of the two above. Our residents need having one BRT stop station there.

(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 TAHERGH HIRMAUD, MD Phone/Fax 310 470 9835
 Address 10551 WILSHIRE BLVD # 1004 (between Westholm^{st.} and Warner st)
 City/State/Zip LOS ANGELES CA 90024



JUN 06 2001

SCANNED

IN PMC

TH (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.

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.

] 1

Almost all of the buildings on the corridor have all of their services: garbage removal, deliveries, more-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.

] 2
] 3

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.

] 4

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.

] 5

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

] 6

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

] 7

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.

] 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 TAHEREH HIRMAND, M.D. Phone/Fax 310 470 9835

Address 10551 WILSHIRE BLVD #1004

City/State/Zip LOS ANGELES CA 90024

MAY 15, 2001 PUBLIC HEARING.

John Hoag, CPA
1231 Club View Drive
Los Angeles, CA 90024

JOH (1)

May 7, 2001

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

Dear Sir:

This is to express my opposition to the proposal to install dedicated busways on Wilshire Boulevard. I also understand that this proposal is tied to the implementation of transit service on the abandoned Exposition rail right-of-way. I support the use of the rail right of way, but strongly oppose the notion that its implementation should be contingent in any way on a Wilshire Boulevard busway system.

With respect to the proposed busway on Wilshire Boulevard

1. I am particularly concerned about the negative impact on traffic flow and congestion which will be created along the entire route by eliminating existing traffic lanes. Many intersections are already severely congested. This proposal will only, in my opinion, serve to increase congestion.
2. The proposed reduction of lanes from three to two from Comstock to Beverly Hills will most assuredly force traffic onto Club View Drive, which is already heavily congested beyond an acceptable level on account of Century City traffic. This is a major flaw, in any event.

It is my understanding that there has been no definitive study of the impact of implementing the proposed busway. There are numerous assumptions which need to be validated before this proposal is considered further. Foremost among them is that there would be a net reduction in vehicular traffic on account of increased ridership on the new bus route configuration. Further, even if this assumption proves valid, there is still the question of what happens to local traffic which will not be abated by the proposed busway. To suggest that local citizens' traffic needs should be sacrificed to facilitate the needs of commuters is inappropriate on its face.

Finally, since Santa Monica Boulevard is due for a face-lift, the MTA should consider Santa Monica Boulevard for the proposed busway instead of Wilshire Boulevard. Among other things, the possibility of above/below grade crossings would greatly enhance the efficiency of the busway and alleviate potential congestion. It is extremely manipulative to have settled on design concepts for Santa Monica Boulevard and now float the notion that the busway should go down Wilshire Boulevard. The two boulevards should be considered together, as they inter-relate in their combined impact on the community.

} 8
} 9
} 10

I for one would vote for NOT messing up Wilshire. The chances of "doing it right" by using Santa Monica Boulevard makes much more sense, again only after the inherent assumptions have been validated.

} 11

Thank you for your consideration.

} 12

Sincerely,


John Hoag

SCANNED
IN RMC

Kimberly Holcomb
11914 Exposition Blvd.
Los Angeles, CA 90064

K H (1)

June 8, 2001

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

Dear Mr. Mieger:

I am writing today to strongly urge you to **NOT pursue the Exposition corridor light rail or bus route.** Exposition does not have the ridership that is needed to justify the negative impact it will have on residents of the area.

Please consider only Alternative 1 – The Wilshire Bus Rapid Transit. Wilshire Boulevard has the ridership and goes through major destinations. It simply makes much more sense than Alternative 2 or 3. Exposition does not service high density activity centers and the Light Rail Transit would prove too costly to build, maintain and to properly mitigate the negative impact on our community.

Thank you for your attention to this critical issue for our neighborhood.

Sincerely,



Kimberly Holcomb

cc: Supervisor Yvonne Burke
Supervisor Zev Yaroslavsky
Mayor James Hahn

ELH(1)

We are writing to express our support for the Exposition Light Rail Line and encourage you to support it as well.

} 1

We were recently in New York and took the subway everywhere. We have done the same in London, Paris, Toronto, Montreal, San Francisco and Washington, D.C. We always marvel at how well the real rapid transit systems work. Every great city has it.

} 2

We have a good start in Los Angeles County with the red, blue and green lines and the future lines to Pasadena and the Eastside. Now you have the golden opportunity to include the Westside. A substitute bus approach isn't in the same league and should not be seriously considered.

} 3
} 4

Will we use it? Of course we will. We go downtown a lot for business, concerts and plays, but now we have to drive. It will vastly improve our lives to be able to take light rail downtown and also to be able to transfer to the red line to Hollywood when we go there. We will also use it to go to Santa Monica from our home in Mar Vista. It will be great.

} 5

Please let us know where you stand on this very important issue.

} 6

Eldon and Beverly Holl
3336 Purdue Avenue
Los Angeles, CA 90066
(310) 397-0981
e-mail bholl@attglobal.net

ELH

From: Mid-City WestSide
Sent: Tuesday, June 05, 2001 8:53 AM
To: 'bholl@attglobal.net'
Subject: RE: Proposed Exposition Line

Mr. and Mrs. Holl:

Thank you for your comment on the Mid-City/Westside DEIS/EIR. We have logged your comment into the record and look forward to receiving the petition you described. Also, we were pleased to have heard from members of your association at the May 15th public hearing at the VA Hospital. They effectively expressed the views you expressed in your email.

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.

Again, we appreciate you taking the time to make us aware of the sentiments of your community, which are important to us.

Sincerely,
The Mid-City Westside Project Team

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

From: bholl@attglobal.net [mailto:bholl@attglobal.net]
Sent: Saturday, June 02, 2001 9:57 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: Proposed Exposition Line



Defense Systems Division
 Space & Electronics Group
 One Space Park
 Redondo Beach, CA 90278

STH (1)

Facsimile Message
 Cover Sheet

DATE: 6-14-2001	PAGES TO FOLLOW: 1
--------------------	-----------------------

TO: DAVID Mieger MTA/mid-city/west side Transit Corridor

NAME: DAVID Mieger	PHONE:
COMPANY/ORGANIZATION: LA County MTA	MAIL STATION: 99-22-5
FAX NUMBER: (213) 922-3060	

MESSAGE:

I wish to register my opposition
 to Exposition Light Rail Transit.
 Please read my letter on next page.

Thank you,

Stephanie Hollins
 Stephanie.Hollins@trw.com

FROM:

NAME: Stephanie Hollins (Leimert Park Resident)	MAIL STATION:	PHONE: (323) 299-2465 (310) 813-3848	FAX NUMBER: (310) 813-5147
--	---------------	--	-------------------------------

Date: June 11, 2001

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

STH(2)

CC: 8th District Empowerment Congress

From: Stephanie Hollins
Leimert Park Homeowner
3345 Stocker Street
Los Angeles, CA 90008
(323) 299-2465

Email: Stephanie.Hollins @ trw.com

Dear David Mieger,

I wish to express my opposition to the Exposition Light Rail Transit, i.e., Alternative 3.] 1

I would consider the Light Rail Train to be an eye sore in addition to an environmental hazard to the local community. Furthermore, it is my understanding that the majority of homeowners residing on Exposition Blvd. who are directly affected are also against this Light Rail Transit proposal.] 2] 3

I ask that you DO NOT build Light Rail Transit on Exposition Blvd. In the same way that you respected USC's rejection of this idea, I ask that you respect mine.] 4

I instead suggest that you build a public transportation system in the middle lane of the Santa Monica (10) freeway or build Bus Rapid Transit, Alternative 2.] 5

Thank you.

Stephanie Hollins

Stephanie Hollins



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

U.S. Department of Transportation
Federal Transit Administration

ATT. D. MIEGER

COMMENTS

THH (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.

May 16/2001

I am an architect-planner and member of the Westwood Design Review Board, my comments for your Transit proposal are general in scope:

I saw a strong advocate for a good public transit system whether it be surface (trolley), elevated or underground. Possibly all three combined in one route - whatever it takes to get through the Community Interest Maze and the politics. Cost should not be the main consideration, but rather, the long term view of a more urban linkage of sub-centers for the future life of this city. What I speak of is inevitable. Short term - stop gap planning is a bit mistake. What we need is a vision for both public transit and an open space network (Chabot Plan) mixed-use sub-centers with multi-level parking garages at transit stations.

These elements must be considered together as one system and not as a piecemeal showing of separate components. Los Angeles has the overall framework to block these high-density sub-centers and should be given serious consideration in advance - or we will be condemned to the increasing inefficiency and ugliness.

(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 THOMAS J. HOLZBOG Phone/Fax (310) 276-8608 - FAX 395 0993

Address 1301 WARNALL AVE.

City/State/Zip LOS ANGELES, CA, 90024

Mail sheet by Friday, June 15, 2001 to:
MTA, ATTN: David Mieger, One Gateway Plaza, Mail Stop 99-22-S, Los Angeles, CA 90012
310) 368-6442 Fax: (213) 922-3080 E-Mail: MidCityWestside@mta.net

6/15/01

CHH (1)

City of Los Angeles
MTA, One Gateway Plaza
Mail Stop 99-22-5
90012

To David Mieger:

I am writing this in protest of the potential Wilshire/Exposition light-rail project. The light-rail is planned to run through several neighborhoods and will dramatically increase traffic and noise. We consider our neighborhood a quiet, secluded community as young children play on the sidewalks daily. The possibility of a light-rail running across the street creates many safety concerns. Not only will the light-rail raise dangerous situations, but it will definitely disturb our peace. The light-rail is planned to run from early morning to late night. When we come home after work, we do not wish to eat our dinners and watch the television against the backdrop of a constant clamor. It would not matter even if MTA does plan to mitigate the noise levels since nothing can create an illusion of a tranquil neighborhood when a bulky vehicle is trampling a couple of yards away. It is evident the light-rail will disrupt our neighborhood life and we plan a strong opposition to this Exposition project. How will MTA explain for destroying a piece of neighborhood life?

In addition to wrecking the communities that lie along the Exposition, the light-rail project will damage our property values. I recently purchased my house one year ago to give my family a quiet and safe place to live. Now, not only will I have to deal with a noisy environment but I cannot leave as buyers do not wish to live near a potential light-rail that runs from day to night. My property value along with those of my neighbors will dramatically drop, and not because of a temporary economy swing.

Lastly, I wish to point out that this project will not have the enough ridership to even balance the costs it will take to build and maintain the light-rails. We have more than four bus lines (Big Blue Bus) that run parallel (Santa Monica, Olympic and Pico Blvd.) to Exposition Blvd (only one block away). Those with no cars have found these bus lines to be valuable and there is no cry for more transportation routes. For MTA to compete with the low-cost, quick and clean bus lines seems to be a costly and illogical plan. It will take millions of dollars to prepare the old rails and build the "high-tech" light-rails. Streets will need to be altered to make way for such large vehicles. Issues of pollution will need to be addressed as MTA needs to find methods of reducing the evident smog. The money that MTA plans to will only be a waste as there is no need for a further transportation system along Exposition. Strictly from a business perspective, MTA is better off looking for another place that actually lacks transportation routes.

I urge you to strongly reconsider the light-rail project as not only will it disrupt the many well-established communities but it will also end up to be a dismal failure. Compare to the other options, Exposition does not have the expected ridership to support such a costly project. My neighbors and I stand in opposition to this project and we ask that you do not disregard our voices. Thank you.

Chang Jiang Huang

Phone 310-479-7665

11822 Exposition Blvd.
Los Angeles, CA 90064

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

From: John Hummel [mailto:jhummel@psych.ucla.edu]
Sent: Monday, June 11, 2001 9:31 AM
To: midcitywestside@mta.net
Cc: david@fold-a-goal.com; ad747@lafn.org; carolgcc@aol.com;
steve@stevenrose.com; ewolkowitz@rdblawcorp.com
Subject: proposed MTA train route through East Culver City

JOH H(1)

Dear Mr. Mieger,

I am writing to voice my strong opposition to MTA's proposal to run a train route through East Culver City on National Blvd. Culver City already has above-average bus service and so would profit little from an MTA train route. In addition, I am strongly opposed to the noise pollution, safety risks to our children, property damage resulting from vibrations, and resulting drop in property values the train route would cause.

Please find a different, less populous route through which to run your train line.

Sincerely,

John E. Hummel
Culver City Resident

Jo HH (1)

From: Mid-City WestSide
Sent: Monday, June 11, 2001 9:47 AM
To: 'John Hummel'
Subject: RE: proposed MTA train route through East Culver City

Mr. Hummel:

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

Paul Humphreys and Susan Crozier-Humphreys
11003 Ayres Ave.
Los Angeles, CA / 90064

PH(1)

6 June 2001

David Mieger
Los Angeles County Metropolitan
Transportation Authority
One Gateway Plaza / Mail Stop 99-22-5
Los Angeles, CA 90012

We write to express a strong conviction that the best answer to the Mid-City/
Westside transit question is an underground system running the full length of the
Wilshire Corridor. Correspondance with high density patterns within the region,
ease of use, and a minium of above-ground environmental impact all provide
incentives for a large ridership, including, and perhaps for the first time, owners of
private vehicles.

} 1

Alternatve proposals can be sorted into two categories. The first is provisional,
allowing for temporary relief until a more comprehensive solution is at hand; an
example is the Wilshire BRT (Bus Rapid Transit). The second is diversionary,
channeling funding that could otherwise be used to rehabilitate the Wilshire
Corridor subway project into efforts that are unlikely to attract a broad spectrum of
ridership; an example is the proposal for a light-rail transit between Santa Monica
and Exposition Park.

} 2

Businesses along the proposed light-rail route are understandably enthusiastic at the
prospect of its funding and construction. A short-term success for these interests,
however, spells a long-term failure for Los Angeles. A default-mode, second-class
transit system inevitably and inexorably confers second-class status on our city. Great
cities of the world—Amsterdam, London, Tokyo, Washington, New York—provide
abundant evidence that underground is the right way to go. A late start does not
prevent Los Angeles from joining the ranks of urban centers that have a first-class
public transit system.

} 3
} 4

We urge you to represent the case for a mass transit system that enables Los Angeles
to become worthy of its aspirations as a great center of world commerce and culture.

} 5

Many thanks for your kind attention.

Paul Humphreys Susan C. Humphreys
Paul Humphreys, Susan Crozier-Humphreys

copies: Richard Riordan, Mayor of Los Angeles
Yvonne Burke, Supervisor for Los Angeles County
Zev Yaroslavsky, Supervisor for Los Angeles County
Terri Tippet, President, West of Westwood Homeowners Association

To: 'DavidaWH@aol.com'
Subject: RE: proposed train on national

Ms. Hurwin:

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: DavidaWH@aol.com [mailto:DavidaWH@aol.com]
Sent: Sunday, June 10, 2001 6:43 PM
To: MidCityWestside@mta.net
Subject: proposed train on national

DAVH(1)

Dear David Mieger: As a homeowner in East Culver City, and a teacher at Crossroads School for Arts in Santa Monica, I strongly object to the proposal of running a train down National Boulevard. These are neighborhoods filled with children; a new school in fact sits right ON National Boulevard. I cannot stand the thought of the first "accident" being reported. I do not care to have my property devalued. My child plays outside every day; I do not wish her to be subjected to increased pollution and noise. There is absolutely no benefit here to Culver City. Because we are not "the westside," please do not undervalue our worth or underestimate our wrath.

Thank you.
Davida Wills Hurwin

DAVH (C)

From: Mid-City WestSide
Sent: Monday, June 11, 2001 8:38 AM

From: Mid-City WestSide
Sent: Monday, June 11, 2001 8:39 AM
To: 'FrazieMo@aol.com'
Subject: RE: The train you want to put at the end of my street

Mr. Hurwin:

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: FrazieMo@aol.com [mailto:FrazieMo@aol.com]
Sent: Sunday, June 10, 2001 6:57 PM
To: MidCityWestside@mta.net; david@fold-a-goal.com; ad747@lafn.org; CAROLGCC@aol.com; steve@stevenrose.com; ewolkowitz@rdblawcorp.com
Subject: The train you want to put at the end of my street

FH(1)

Dear people:

I live on Wesley Street and National Blvd. is at the end of my street. I am 12 years old and attend Crossroads School for Arts, where my mom is a teacher. Here's what I feel about your idea of putting a train at the end of my street:

} 1

My friends and I like to play near there, at the end of the street, and we want to still be able to do that. But if there is a train there every 25 minutes, we will be forced to have to stay inside all the time. Plus my mom and dad worked very hard to have this house and I don't want it to be worth less money. I understand that the people in Cheviot Hills were successful in keeping this train away from their city. Is this because they have more money than we do? Because we are part of this nation, too. We are every bit as important.

} 2
} 3
} 4
} 5

Please respect our lives and do not run your train here.

Thank you.

Frazier M. Hurwin
3624 Wesley Street
Culver City, CA 90232



I H (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 do not want any MTA bus or light rail or parking facilities in front of my house. I live on Exposition^{Ticker} between Sepulveda + Overland. The Rapid bus on Wilshire is a huge success. Improve on that.

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 INEZ E. HUSTED Phone/Fax 310-473-5185
 Address 11100 Exposition Bl.
 City/State/Zip Los Angeles, CA 90064

BRH (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.

A straight line is **not** the FASTEST way between points Aye and Bee, but the detour is certainly silly, old NIMBY thing.

Methane has also been totally blown out of proportion, since (as I learned at the Belmont Commission Hearings) the level at which the stinky-stuff, H₂S, is acutely toxic, is over a 1000 times that of the odor of bad eggs. (Of course, the gas and oil have to be continually extracted – and used !-)

My primary concern is to ensure that the right-of-way is used in a truly INTERMODAL manner, by connecting to the Pier – which should also be intermodal (with boats & stuff .-)

As a matter of fact, I don't see why it might not include off-hours, medium cargo, a bikepath, and a RAILGUN (maglev for ordinary cargo and space launches).

--Sincerely, Brian Quincy Hutchingsx
3032 Exposition Blvd. #C, Santa Monica, CA 90404
(r001806@pen2.ci.santa-monica.ca.us)

(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 613

SCANNED
IN RMC

June 12, 2001

RI (1)

Mr. David Mieger
Los Angeles County
Metropolitan Transportation Authority
One Gateway Plaza
MS 99-22-5
Los Angeles, California - 90012

Re: 3434 South Grand Avenue LLC

The Los Angeles Telecom Exchange
Robert Iannessa
3434 South Grand Avenue
Los Angeles, California 90007

Dear David

I would like to take this opportunity to thank you for all of your assistance and the additional copies of the Environmental Impact Report.

The meeting with Peter Zimmermann, Senior Transportation Engineer was extremely helpful in clearing up several issues and questions that ownership had in respect to the light rail project coming across the easement that separates our parking lot from our main facility.

Mr. Zimmermann has advised me that he will forward detailed drawings and specification of that area to me shortly. They will be extremely helpful, considering our plans for reconstruction in that area includes a new parking lot entrance and new rear entrance to the main facility.

Should you have any questions regarding this matter, please feel free to contact me personally at 213-749-5394.

Sincerely,



Robert Iannessa
Property Manager
Grubb & Ellis Management Services, Inc.

Cc: Robert De Siena – Argent Ventures

} 1
} 2
} 3
} 4



DJ (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.] 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 neighborhood that going through Commercial the ridership.] 5

(J)

on Expo proved hoods increases

Until Expo ROW's detour travels areas it should not be developed.] 6

Alphabetical

than residential

The Wilshire Rapid Bus and Expo | If you develop Expo ROW Santa Monica Venice none.] 7

Santa Monica lines to it and

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 Diane Jablon Phone/Fax 310 4753877

Address 2525 Kelton Ave.

City/State/Zip Los Angeles, Ca. 90064

* Mail sheet by Friday, June 16, 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

MAY 16 2001

SCANNED
IN RMC

Diana Jacobs
1351 Warnall Ave.
Los Angeles, CA 90024

DJAC

May 14, 2001

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

RE: Wilshire Rapid Transit – dedicated bus line on Wilshire Blvd.

Dear Mr. Mieger:

I am **opposed** to removing one lane of traffic in each direction along the entire length of Wilshire Blvd.

I believe this will cause severe traffic cutting through our neighborhood. Motorists will attempt to cut through the area to avoid the increased traffic that will occur on Wilshire Blvd.

Do not go ahead with this proposal.

*Yours truly,
Diana Jacobs*

NJ (1)

1001 Wellesley Avenue
Los Angeles, CA 90049
nancvjaffe@aol.com
(310) 820-3732
May 24, 2001

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

Dear Mr. Meiger,

As an interested citizen, a bus rider, and as a member of the Advisory Board of the South Brentwood Homeowners' Association, I attended your meeting on the Mid-City/Westside Transit Corridor at the Veteran's Administration Hospital. I appreciate the opportunity you have given the public to express concerns and hopes about the future of public transportation in this area.

} 1

I support the development of a Wilshire Bus Rapid Transit Corridor. I do not support the development of a Light Rail Transit system along Wilshire Boulevard. I believe that the immediate increase in bus use along Wilshire will greatly relieve congestion. (A light rail system could carry more passengers, and we already have the Exposition Corridor, so the development of a Light Rail Transit System there would be an excellent idea.) However, given the existing congestion and construction along Wilshire, I believe that the construction of a fixed rail line, or of concrete barriers in the median, would add to the delay, frustration, and congestion on this already heavily burdened avenue. We should attempt to ameliorate the situation on Wilshire as rapidly as possible.

} 2
} 3
} 4

I would also like to see the development of short shuttle-like bus routes from Santa Monica to Westwood to Century City and back. Both the Wilshire and the Exposition Corridors ignore Century City.

} 5

Thank you for considering the public's wishes in planning the future of rapid transit in Los Angeles. We live in such a densely populated area now that we must rely on public transportation, rather than solely private automobiles, to make the city manageable now in the present as well as in the future.

} 6

Yours truly,
Nancy Jaffe
Nancy Jaffe

Cc: Jackie Raymond, President, South Brentwood Homeowners' Association
Cindy Miscikowski, Councilwoman, 11th District



JUN 13 2001

COMMENTS

SCANNED

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.

HJ (1)

I support Alt. 1

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

] 1

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

] 2

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.

] 3

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

] 4

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

] 5

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

] 6

Develop the route that services more people.

] 7

(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 Haiseok Jahng Phone/Fax 310) 474-5729
 Address 10950 Exposition BL
 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



PJ(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.

AFTER READING THE DRAFT EIR, I'M IN FAVOR OF LIGHT RAIL] 1
 ABSOLUTELY. NO BUSES.] I AM ALSO IN FAVOR OF LOW CONSTRUCTION
 COST, LOW MAINTENANCE, AND FAST COMMUTE TIMES - WHICH IN
 ALL CASES MEANS I THINK IT IS A MAJOR MISTAKE TO ZIG-ZAG] 2
 AWAY FROM THE RIGHT OF WAY ON EXPOSITIONS ALREADY OWNED
 BY THE MTA, THE RIGHT OF WAY SHOULD BE USED ALL THE WAY
 FROM DOWNTOWN TO SAN MONICA.] WHY WERE THERE NO COST, OR
 ANY OTHER KINDS OF COMPARISONS IN THE EIR BETWEEN THE
 USE OF THE RIGHT OF WAY VS. STREETCAR/VEHICLE? I HOPE
 THIS ISSUE WILL BE REVISITED BY YOU.] 3

THANKS,
Philip Jantzas

(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 PHILIP JANTZAS Phone/Fax _____ EMAIL: AT310@aol.com

Address 3225 MALDEN AVE

City/State/Zip LA, CA 90034

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

From: d javelosa [mailto:davidja@hotmail.com]
Sent: Monday, June 11, 2001 12:22 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@cityoflancafterca.org; BeAPro@aol.com;
pam-oconnor@santa-monica.org; friends4expo@aol.com
Subject: Public Transit in L.A.?

DAVJC(1)

You know, there IS none!

It is the one thing that keeps our city from being one of the great cities of the world.

As far as a people-friendly environment, Los Angeles is the joke of the urban world.

As my elected representative in this semi-fair city, I implore you to look beyond your short-termed interests and consider helping turn L.A. into a place not choked by traffic and pollution, where citizens can generate life into the community without destroying nature. Please vote for and support the Exposition transit rail projects; and ALL similar extentions to the light-rail system.

With out development in this area, life in our city WILL become unbearable, and you will not have much to govern over, will you?

Sincerely,
David A. Javelosa
davidja@brandx.net

} 1
} 2
} 3

From: Mid-City WestSide
Sent: Monday, June 11, 2001 8:51 AM
To: 'd javelosa'
Subject: RE: Public Transit in L.A.?

Mr. Javelosa:

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



COMMENTS

C J (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.

Build light rail. Our leaders should lead and not bend to political pressure by the fewer

(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 Craig Johnson Phone/Fax (310) 301-4333

Address 580 Almar Ave.

City/State/Zip LA CA 90292

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 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 DAVID JOHNSON Phone/Fax 310 234 1112
 Address 2583 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 90001
 (310) 366-6443 Fax: (213) 922-3060 E-Mail: MidCivWestside@mta.net

SCANNED
IN RMC

LJ (1)

May 2, 2001

David Mieger, Project Manager
Los Angeles County MTA
One Gateway Plaza
Mail Stop 99-22-5
Los Angeles, California 90012

Re: Re: Exposition Right of Way (ROW)

Dear Mr. Mieger:

I oppose any expansion of transportation on the Exposition ROW because it would have a negative impact on the schools and homes in its close proximity. I am also oppose because the MTA is assuming the rider ship based on high RESIDENTIAL density even though the line does NOT service high DESTINATION areas without using an additional form of transportation. In addition, the noise of the bells and horns at intersections and the vibration is disruptive at all hours.

This residential area is already surrounded by streets with high traffic volume, an airport and multiple freeways, without any sound walls. The combination of these factors already cause a high level of noise and vibrations in this area. Any type of expansion regarding the Exposition ROW would cause additional activity which will increase the noise level, the traffic patterns, and the vibrations in this area to unacceptable living levels and in turn would jeopardize the safety of this area's residents. Expansion of the Exposition ROW is NOT an acceptable alternative for the MTA.

Very truly yours,



Lisa G. Johnston
2820 Kelton Avenue
Los Angeles, California 90064

cc: WOW HOA



JUN 06 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.

ATTN: DAVID MIEGER, MTA

LJ(2)

I STRONGLY SUPPORT ALTERNATIVE 1.] Wilshire RAPID
 Bus which has been a huge success with proven
 RIDERSHIP AND DOES GOES THROUGH MAJOR DESTINATIONS.] 2
 Exposition does NOT SERVICE high DENSITY ACTIVITY
 CENTERS.] The LRT is TOO COSTLY TO BUILD,
 MAINTAIN AND TO PROPERLY MITIGATE THE TREMENDOUS] 3
 NEGATIVE IMPACT ON OUR QUALITY OF LIFE.] This will
 greatly INCREASE TRAFFIC AND SAFETY CONCERNS] 4
 AND WILL ULTIMATELY JEOPARDIZE THE SAFETY
 TO OUR COMMUNITY.] In turn, the INCREASE in the noise
 levels will make RESIDENTIAL HABITABILITY UNBEARABLE.] 5

VERY TRULY YOURS,
Lisa G. Johnston
LISA G. JOHNSTON

cc: Supervisor Yvonne Burke
Supervisor Zev YAROSLAVSKY
MAYOR Richard RORDAN
West of Westwood HOA

(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 LISA G. JOHNSTON Phone/Fax _____

Address 2820 Kellon 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: MidCivWestside@mta.net



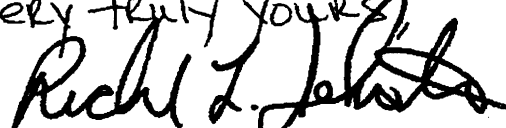
RIJ(1)

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.

ATTN: DAVID MIEGER, MTA

I support Alternative 1. } THE Wilshire Rapid
 Bus is a huge success with proven ridership that }
 goes through MAJOR DESTINATIONS. EXPOSITION DOES } 2
 NOT SERVICE high density ACTIVITY CENTERS. }
 LRT is too costly to build, MAINTAIN AND TO }
 PROPERLY MITIGATE THE NEGATIVE IMPACT ON } 3
 OUR QUALITY OF LIFE. } LRT will INCREASE }
 TRAFFIC AND SAFETY CONCERNS TO OUR } 4
 COMMUNITY.

Very truly yours

 RICHARD L. JOHNSTON

CC: Supervisor Yvonne Burke
 Supervisor Zev YAROSLAUSKY
 Mayor Richard Riordan
 West of Westwood HOA

(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 Richard Johnston Phone/Fax _____

Address 2820 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 99-22-5, Los Angeles, CA 90012
 (310) 366-6443 Fax: (213) 922-3060 E-Mail: MidCityWestside@mta.net



COMMENTS

JUN 26 2001

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.

L I J (1)

Please excuse my late response - I was away from home & did not receive notice of your intended use of Exposition Blvd.] 1

I am a long time home owner on Exposition Bl since the time that freight trains used the rail lines.] 2

A rail line, would interrupt north-south traffic on very heavily travelled intersections as Figueroa, Vermont, Western, Crenshaw, La Brea:] 3

A rail line would isolate one side of Exposition from the other rather than allowing the community to develop plans together.] 4

When the railroad had control, the site all along was extremely unightly, with no maintenance of the right of way.] 5

Since then community people have taken initiative to improve the area. They have planted trees & gardens and it has become very beautiful along a good section of the way.] 6

The correct way is to install many new buses that could move in many directions is a more fitting way to solve traffic & transportation problems. Lillian R. Jones] 7

(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 R. JONES Phone/Fax 323 933-1924

Address 3707 Exposition Bl.

City/State/Zip L.A. CA 90016

MJ(1)

Mr. David Mieger
Project Manager,

Dear Mr. Mieger,

I cannot conceive how an idea such as destroying the Wilshire Corridor could even be proposed.

As a resident of 10 years at 10375 Wilshire Blvd. and being part of a world wide known residential area of Los Angeles - who had the perverse idea of destroying it? As you know, other alternatives are available - (I'm sure not too welcome anywhere) but not so destructive to the city we are all busy trying to build.

Sincerely,
Mary Jones

From: Mid-City WestSide
Sent: Thursday, June 07, 2001 8:43 AM
To: 'JOSE1VDLA@aol.com'
Subject: RE: NO MTA on National Blvd.

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: JOSE1VDLA@aol.com [mailto:JOSE1VDLA@aol.com]
Sent: Wednesday, June 06, 2001 5:26 PM
To: midcitywestside@mta.net
Subject: Fwd: NO MTA on National Blvd.

JOSE(1)

In a message dated 6/6/01 5:23:26 PM, JOSE 1VDLA writes:

<< Mr. Hauptman,
As a property owner in East Culver City near Kronenthal park , I want to
express my opposition to an above ground MTA train route on National Blvd. I
realize that we need more public transit but this neighborhood cannot
withstand any more noise, pollution or congestion. A train route could more
easily cross Ballona Creek in the industrial neighborhood to the south of
National and then go underground to spare the residential neighborhoods and
preserve quality of life and property values. I will oppose all efforts to
place this above ground route on National. >>

NIJ(1)

Nicandro and Elizabeth Juárez
2735 Midvale Avenue
Los Angeles, CA 90064

15 June 2001

Mr. David Mieger
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
MS-99-22-5
Los Angeles CA 90012

RE: Exposition Light Rail Project

Dear Mr. Mieger:

We belong to the Westwood Gardens Civic Association and live a short distance from the Exposition right of way, having lived in this neighborhood since 1969. The trains used to pass through our neighborhood twice a day -- we knew someone who actually commuted to a job downtown on those tracks in the 1930s or 40s. We strongly support putting trains back on the tracks so commuters can again travel downtown in a reasonable amount of time without contributing to the smog and congestion. The Santa Monica Freeway, which parallels the tracks most of the way, has become unbelievably congested during rush hours, especially since the Staples Center was built.

There is a wide swath of empty land in our neighborhood which is not being used and which we, the citizens of Los Angeles County have paid for with our tax dollars. That land goes from Santa Monica to the downtown area. It would make so much sense to put it back to use for the betterment of the community, with both light rail and a bicycle path, if possible. We have walked along the tracks into Palms and found broken glass, graffiti, evidence of homeless encampments, etc. This is not a good use of the land.

Please know that there are many of us who support rapid transit, we're just not as outspoken as those who don't want anyone or anything in their back yards. It is tragic that a city the size of Los Angeles has virtually no rapid transit. Thank you for your consideration.

Sincerely,

Ma & Mrs Nicandro Juárez

Nicandro and Elizabeth Juárez

Ms. Kaku:

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: Arkaku@aol.com [mailto:Arkaku@aol.com]
Sent: Wednesday, June 06, 2001 9:56 PM
To: MidCityWestside@mta.net
Subject: Mta Train

ALK (1)

MTA PROJECT MGR.
David Mieger

Just received a flyer about your plans for a train route through East Culver City on National Blvd. I have lived in the East Culver City area for 25 yrs. and have found NO reason for a train. It will decrease my property value and the noise pollution is not what I needed when I bought my home. Therefore, I am letting you know that I strongly oppose project.

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2
3
4
5

Thank you for your attention,

Alice Kaku

From: Mid-City WestSide
Sent: Thursday, June 07, 2001 8:44 AM
To: 'Arkaku@aol.com'
Subject: RE: Mta Train

MAY 18 2001

May 16, 2001

GK(1)

David Mieger, Project Manager
Los Angeles County MTA
One Gateway Plaza
Mail Stop 99-22-5
Los Angeles, California 90012

In re: Draft Environmental Impact Statement, Mid-City/Westside Transit Corridor

Dear Mr. Mieger:

I am a member of the West Los Angeles Japanese American Citizens League Auxillary. Our organization has been active in this community for over 40 years.

} 1

The issue of the proposed Exposition Light Rail Segment in the Sepulveda/Pico/Exposition area is of great concern to me. This area is tremendously impacted with heavy traffic and this alternative to the proposed project will create more traffic delays, noise, vibration, safety problems, and destroy the residential/pedestrian/community orientation of this area.

} 2

This Alternative 3 will also cost \$1.0 billion (Wilshire Bus Rapid Transit plus Exposition Light Rail Transit) vs. \$654 million for Alternative 2 (Wilshire BRT plus Exposition BRT)-- almost twice as much!

} 3

I urge LA County MTA to drop Alternative 3 (Wilshire BRT + Expo LRT) from the proposed project.

} 4

Sincerely,

Grace J. Kataoka

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: DREEMTM@aol.com [mailto:DREEMTM@aol.com]
Sent: Friday, June 08, 2001 9:51 AM
To: midCityWestside@mta.net
Subject: Light Rail Diversion

SHK (1)

We are totally against this diversion. It is outrageous that you are considering the extra expense for this diversion. This plan would greatly impact travel and commerce on Sepulveda Boulevard from Venice all the way up to Pico Boulevard. Not only during the construction period but more important upon completion. We are against this project!

} 1
} 2
} 3

Sheldon E. Katzer
Westside Homeowner

SHk(1)

From: Salazar, Mariana
Sent: Friday, June 08, 2001 1:40 PM
To: 'DREEMTM@aol.com'
Subject: RE: Light Rail Diversion

Ms. Katzer:

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

We have logged your comment into the record.



E K (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 support the light rail line on Exposition Boulevard without requiring a linkage to a dedicated lane of Rapid Bus line on Wilshire Blvd.

There are many advantages:

1. you already own the right of way
2. Expo Blvd. is not being used for anything else
3. ~~It~~ Could possibly improve the ~~standby~~ area along Exposition Blvd.
4. It can carry many more people than the bus.

Do not support any additional expansion to the Rapid Bus on Wilshire Blvd.

(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 ESTHER KELLER Phone/Fax (323) 933 5129
 Address 815 S. CLOVERDALE AVE.
 City/State/Zip L.A. CA. 90036

Mail sheet by Friday, June 15, 2001 to:

MTA, ATTN: David Mieger, One Gateway Plaza, Mail Stop 99-22-5, Los Angeles, CA
 (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: Derekemp@aol.com [mailto:Derekemp@aol.com]

Sent: Monday, June 11, 2001 9:22 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@cityoflancafterca.org; BeAPro@aol.com;

pam-oconnor@santa-monica.org; Friends4Expo@aol.com

Subject: (no subject)

DEK(1)

Please give the westside light rail. It is so long overdue. Thank you.

Derek M. Kemp

From: Mid-City WestSide
Sent: Monday June 11, 2001 9:23 AM
To: 'Derekemp@aol.com'
Subject: RE: (no subject)

Mr. Kemp:

Sincerely,

Mid-City/Westside Project Team

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

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

Sent: Sunday, May 27, 2001 1:27 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; Friends4Expo@aol.com

Subject: Exposition light rail

DK(1)

Dear Board Members

Please vote to give Los Angeles Less smog, less congestion and a push into this century by giving us the Expo light rail.

Thank you for your time and consideration,

Derek Kemp

} 1
} 2

2K(13)

From: Salazar, Mariana
Sent: Tuesday, May 29, 2001 9:03 AM
To: 'Derekemp@aol.com'
Subject: RE: Exposition light rail

Mr. Kemp:

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.

12909 East Lambert Road
Whittier, California 90602

June 2, 2001

JK (1)

To the Honorable Yvonne Brathwaite-Burke
Chair, LACMTA Board
One Gateway Plaza
Los Angeles, CA 90012-2952

Dear Supervisor:

I am writing to comment on the Mid-City/Westside Transit Corridor Study DEIS/DEIR.] 1

I believe that construction of an Exposition Boulevard light rail line should be a priority for LACMTA's transit program.] 2
The publicly-owned Exposition right-of-way is practically made to order for implementation of light rail. The Exposition corridor would serve a large number of employment, residential, and commercial centers from Santa Monica to University Park and downtown Los Angeles. If implemented, an Exposition light rail line would link the Santa Monica Pier, shopping mall and Third Street promenade, employment centers in eastern Santa Monica and along Olympic Boulevard in West LA, the Culver City studios and Brotman Medical Center, the University of Southern California and the California Science Center at Exposition Park, LA Trade Tech and the Staples Center, and the major transit and employment hub represented by downtown Los Angeles.] 3

Population densities along Exposition are higher than those along successful light rail lines in San Diego and Portland, and light rail along this corridor could be key to developing livable communities with less automobile dependency.] 4
Further, light rail could be a focal point for new transit oriented development, or redevelopment, in parts of Los Angeles, Culver City, and Santa Monica adjacent to the right-of-way.] 5

The EIR has indicated that Alternative 3, which combines an Exposition light rail line with a Wilshire Busway, would provide the highest percent of transit benefits for the same impacts as Alternative 2, which would put buses on Exposition instead of trains. Alternative 1, a Wilshire busway only, would generate under 40,000 daily boardings; Alternative 2, with two busways, would generate a little over 65,000; while Alternative 3, would generate almost 84,000 boardings. It is evident on this basis that Alternative 3, including the LA-Santa Monica light rail line, is the environmentally superior alternative, and the one that will be most helpful in advancing Los Angeles as a world-class city.] 6

In addition to the above, I would like to mention that a light rail line would be more labor efficient than a busway. With a light rail line, you have one operator who can operate several cars as opposed to a bus where you have one operator per vehicle. And while a light rail line is higher in initial costs, it is cheaper in its overall, long-term costs due to the vast savings in labor.] 7
In addition to this, the demographics of this area lend themselves more to a railway than to a busway. One thing that cannot be overstated is that the carrying capacity of the] 8

railway is much greater than that of a busway.

Light rail also has the advantage of being much more environmentally friendly than a busway and it leaves a smaller footprint.

I am in favor of operating straight through on the existing Exposition right-of-way rather than diverting off of it in the Culver City area. My reasons for this are 1) we already own the entire right-of-way and diverting off of it would raise the cost of the project and 2) travel time is shorter between the end points if you stay on the right-of-way the whole way rather than diverting away from it.

Another aspect of doing this route as a light rail line would be the ease of integrating it into the existing rail system, making one seat through rides to other parts of the city possible. One such possibility would be a through route with the Pasadena Blue Line. This would give the advantage of being able operate direct to Union Station without transferring—thus giving the possibility of switching to Metrolink for the remainder of the journey. Another option would be through-routing with the proposed East Los Angeles Line, giving the possibility of a cross-town route. Also available would be the opportunity to transfer to the other proposed light rail lines in the northern Los Angeles area such as a Glendale LRT line not to mention the numerous bus connections available at Union Station.

Not to be overlooked is the high development potential of the Staples/Convention Center area. This site has the potential to be a major trip-generator and the high capacity of a light rail line is ideally suited to serve this kind of an area. One thing that cannot be overlooked is the fact that other cities such as San Diego currently have 40% of the crowds attending their sporting events at Jack Murphy Field come via light rail and this could be a possible way of reducing congestion during the games. Another possibility is to promote this in the same manner that San Diego does with its LRT where they openly promote riding the line to the events.

In addition to the events at Staples, the Exposition Park area should not be overlooked as a trip generator due to the numerous events at the Coliseum and Sports Arena.

In conclusion, I would like to thank you for the excellent work that the MTA has done on the Exposition Corridor.

Sincerely yours,

James David Kennedy Jr

James David Kennedy, Jr.

Copy to: David Mieger, Project Manager
For Mid-City/Westside Transit Corridor

Handwritten numbers in brackets on the right margin: 9, 10, 11, 12, 13, 14, 15, 16.

Dr. Mha Atma S. Khalsa
Martha Oaklander
1536 Crest Dr.
Los Angeles, CA 90035

MKH(1)

April 2, 2001

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

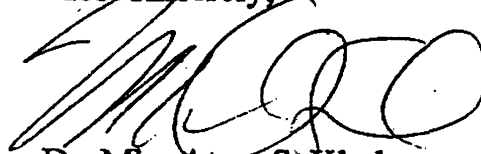
Dear Mayor Riordan

As long-time Los Angeles residents, home-owners, taxpayers, voters, and parents, we are very concerned about the effect of our region's transportation mix on the quality of life of our family and our city. We know that, for a healthy, sustainable future, the L.A. area must develop more varied and significant alternatives to our over-dependence on the automobile.] 1

One very important part of the solution to L.A.'s transportation challenge is light rail. Light rail provides a pleasant, fast mode of travel, helps reduce pollution, and makes more sustainable pedestrian- and transit-oriented development possible.] 2

The proposed Exposition light rail line, which would run from downtown Los Angeles to Santa Monica, will be a vital component of our future transportation system. We very strongly urge you to fully and actively support construction of the Exposition line, and to vote for its approval on May 24.] 3

Most sincerely,



Dr. Mha Atma S. Khalsa



Martha Oaklander



LOS ANGELES, CALIFORNIA 90012
(213) 647-2489

OFFICE OF THE MAYOR

RICHARD J. RIORDAN
MAYOR

April 12, 2001

Dr. Mha Atma S. Khalsa
Martha Oaklander
1536 Crest Dr.
Los Angeles, CA 90035

Dear Dr. Khalsa & Ms. Oaklander:

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



JUN 08 2001

Jan Kidwell
6546 Denny Avenue
North Hollywood, CA 91606
Jkidw@aol.com
818 506 8731

JAK(1)

June 5, 2001

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

Dear Sir,

Re: Response to Mid-City Westside DEIS/EIR

Increasing the capacity of public transit by selecting Alternatives 3 or 3A along the Exposition Corridor will improve the quality of life for hundreds of thousands of daily commuters. It is also my firm belief that the selection of a busway Alternative on the Exposition Corridor right-of-way will significantly degrade the quality of life for westside residents and commuters for years to come. It is simply an inferior mode for any high density corridor because busways will increase traffic congestion over time.

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The westside contains a number of major trip destinations, including USC and Santa Monica College. People commute to the Westside from the Eastside as well as from every other direction. When the Eastside Light Rail Project is built a viable alternative will for the first time be available to thousands of people who commute from the Eastside cities to the Westside. This is one example that demonstrates that the only effective way to reduce the potential increase in travel time or to actively decrease traffic congestion in the westside during peak hours is to accommodate the expected increase in trips for the next 20 years.

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SCAG's 2001 Regional Transportation Plan Update Community 21 Program Environmental Impact Report states in its Executive Summary that one of its basic strategies is to "Target capital improvement investments in projects that have the potential to maximize system capacity based on performance". Light rail is the only mode offered in the DEIS/EIR that provides the capability of built-in expansion of capacity, or the ability to serve an increased number of passengers as demand for public transit increases long term, without adding to congestion.

} 7

It is known that roads cannot be widened to provide enough new lanes for both buses and single occupancy vehicles in congested areas because if one route becomes

} 8

faster to take during peak hours traffic will reroute to take advantage of the greater speed along that section until the whole system reaches equilibrium again.

Apart from their dependence on the same roads that cars utilize, another weakness of the busway alternative is its inherent inability to meet passenger demand. Peak hour demand may easily be exceeded when there are special events along the Exposition corridor. For example, at weekends there may be thousands of public transit dependent passengers visiting the Westside for Sunday services at the new West Angeles Church, an event at USC or a fair at Exposition Park. It is conceivable that all three of these major trip destinations could have simultaneous events, creating gridlock for miles around. In 10 to 20 years from now cumulative impacts will be much more difficult to alleviate in the 28 intersections already at LOS E and F during weekday peak hours (DEIS/EIR p3.2-13).

9

Also, in comparison to the Eastside Light Rail Project with an initial ridership projection of 15,000 daily boardings (according to its DSEIS/DSEIR Environmental Report Summary) the Exposition Corridor's projected daily ridership in 2020 is only 51,400 for Alternative 3 and 27,200 for Alternative 3A (table 5-5, page 5-11 of the Mid-City/Westside Transit Corridor Draft EIS/EIR). It is my contention that these figures are highly conservative if not wholly unrealistic estimates in light of the MTA's recent finding that the number of projected daily boardings after the North Hollywood extension of new service stations opened will double in its first year of operation based on the figures we have to date.

10

My main concern with the Mid-City/Westside Transit Corridor Draft EIS/EIR is that adding busways to Westside corridors that are heavily congested now will significantly degrade the quality of life for Westside commuters. Rail could add more cars with little effect on other traffic, while buses would have to more than double their numbers to handle the increased demand, causing a significant increase in traffic congestion.

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The inevitable decline in air quality in the City of Los Angeles that results from busways (see RTP PEIR April, 2001, Community Link Volume, Letter I57 by Jim Stewart, PhD) also leads to the support of Light Rail alternatives 3 and 3A as the only viable long term solution to the threat of the continuing degradation of our region's air quality due to the continuing increase of vehicular traffic.

13

The LRT (MOS) alternative 3A is comparable in cost to a busway on the Exposition right-of-way (Table 5-1A page 5-2), and can be extended west to Santa Monica in the future as funding becomes available. Assembly Bill 321, providing additional ongoing future funding for transportation has been introduced by Assemblyman Juan Vargas (D-San Diego). This Bill will direct \$2 billion of our motor vehicle sales taxes to public transit.

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Pages 4-1 & 4.2.3 of the Mid-City/Westside Transit Corridor Draft EIS/EIR refer to growth inducing impacts on the outer edges of the City of Los Angeles. Rail is clearly

the superior transit mode to improve the quality of life within the developed areas of the Cities of Los Angeles and Santa Monica by encouraging infill development within the existing city boundaries. This cannot be emphasized enough as an important factor in the attraction and retention of both businesses and residents.

16

To avoid growth inducing impacts Los Angeles needs to attract and retain residents as well as businesses. The jobs and housing balance in Los Angeles covers a much wider geographic distance than in most world class cities. Efficient transit is the key to the creation and maintenance of a livable city. According to the cover story of the May 28, 2001 issue of U.S. News & World Report "Fannie Mae now offers special mortgages with lower earnings requirements for home buyers who purchase property by good mass transit". This article also reports that "a home located within 500 feet to one-half mile of a suburban rail station now commands an average premium of \$36,000 over houses that aren't within walking distance" according to a study by Aaron Gruen of Gruen & Gruen Associates. Transit is also an important environmental justice issue as many low-income workers are transit dependent.

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Cumulative impacts that proposed Projects in and close to the westside will have on existing LOS are not addressed in the Mid-City/Westside Transit Corridor Draft EIS/EIR. This is a major flaw inasmuch as development now in the proposal stage will result in additional housing units and new businesses. New development will undoubtedly impact peak hour trip time along the east-west corridors for pre-existing commuters. For instance, the FEIR of the Playa Vista First Phase and Master Plan states on page III - 42 that the proposed Playa Vista project will "generate approximately 197,010 new trips on a typical weekday" and that 19,690 of these would be during morning peak hours. The City of Los Angeles is the Lead Agency for the proposed Playa Vista Project. While Los Angeles needs to attract and retain businesses, to avoid growth inducing impacts we should plan to accommodate more trips on a daily basis using the most efficient mode. If we don't businesses that are established may move out of our cities because the commute time is continuing to degrade with no relief in the planning. Unless traffic congestion improves we may actually cause businesses to relocate as evidenced by Boeing Company's recent announcement that it will move to Chicago from gridlocked Seattle.

21

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Connectivity should also be factored in as a major determinant in the projected number of future boardings to the existing light rail system. For instance, current single occupancy vehicle peak hour commuters to the Westside corridor employment and college destination centers will have a viable and reliable transit alternative from the eastside and all stations in the present system. Buses do not attract commuters out of their cars and into public transit unless they feel assured that trip time will decrease. This has historically been found to be the only motivating factor to cause single occupancy vehicle drivers to switch to public transit.

23

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Trip time is the critical factor in the prediction of the future behavior of drivers now stuck in traffic congestion. According to the May 2001 report "Easing The Burden" by the Surface Transportation Policy Project more transit service in cities translates to fewer people driving to work on a daily basis, which lowers overall congestion. It also reports transit use has increased by 21 percent in the last five years nationwide as people are looking for more opportunities to use transit. This points to the latent demand.

25

A new indicator, the Travel Time Index, put out by the Texas Transportation Institute at Texas A& M University shows it takes the average commuter twice as long to make a trip in rush hour in Los Angeles because of delays, accidents and volume of traffic. In other words Los Angeles is not keeping up with the demand for public transportation.

26

The same report says the average commuter in Los Angeles spends 56 hours a year stuck in traffic, the most nationwide. With the cost of fuel increasing I believe commuters will be motivated to switch to transit if a system offers improved trip time. *Light rail has the potential to improve trip time and expand to carry the additional capacity that Los Angeles needs as a viable transit alternative to being stuck in traffic.*

27

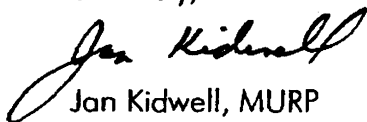
Table 5-7, page 5-13 of the Mid-City/Westside DEIS/EIR shows that Alternative 3 will provide the highest potential for travel time savings at 2.2 million hours a year. This is the single most positive impact of Alternative 3 if quality of life is the value of overriding importance.

28

The environmental community as well as hundreds of individuals who spoke at recent MTA public meetings on the Alternatives are overwhelmingly in favor of Light Rail on the Exposition right-of-way. Alternatives 3 and 3A are clearly the Locally Preferred Alternatives.

27

Sincerely,


Jan Kidwell, MURP

pc: MTA Board

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: Camille Kirk [mailto:cmkirk@mminternet.com]
Sent: Friday, June 15, 2001 5:04 PM
To: MidCityWestside@mta.net
Subject: Mid-City/Westside Transit Corridor DEIS/R Comments

CK(1)

Dear Mr. Mieger:

I am writing with comments on the Draft EIS/EIR for the Mid-City/Westside Transit Corridor Study. These comments are written in support of Alternative 3, with 1a as the Wilshire Busway choice, and building Exposition Light Rail Transit to the full extent.

1

Wilshire BRT

Alternative 1a is preferable to the other two Wilshire busway alternatives, as it would allow 24-hour (as opposed to only peak-hour) rapid transit without the loss of landscaped medians that define the aesthetics of certain portions of Wilshire Boulevard. However, the loss of street parking is problematic, even with space replacement in parking structures, on a long, wide boulevard like Wilshire which doesn't particularly lend itself to pedestrian uses and shopping in the way other areas which utilize parking structures function (e.g. Third Street Promenade in Santa Monica, Old Pasadena).

2
3

Loss of on-street parking could also burden side street residents with competition for parking spaces on those side streets. Placing restrictions on parking is only a partial solution, and a very frustrating one for non-residents who need to patronize businesses and institutions on Wilshire.

Off-street/structure parking is a good idea, however, to encourage park-and-ride usage of the Wilshire BRT.

4

Exposition Light Rail

Light rail is the more sensible choice over a busway. Larger numbers of ridership can be accommodated, an increasingly important concern given the level of population growth projected over the next 20 years.

Light rail can also be more locally environmentally sensitive than a busway:

- * electric rail can aid in reducing local air pollution;
- * rail will require less nonpermeable surface paving than a busway, resulting in less urban runoff, and if spaces between and beside the rails are planted in hardy, native drought-tolerant plants, rail will result in more groundwater filtration, and more green space than a busway;

5

* it appears from the Draft EIS/EIR that rail will provide a more spacious and pleasant bike path than a busway, further encouraging use of bicycles for transportation which could lead to reduced local air pollution.

Rail will also be quieter than CNG buses, which tend to emit a high-pitched "whistling" noise.

6

The tunnel through the Exposition Park area appears unnecessary and would be an added expense to taxpayers that could be avoided. During the infrequent major city events such as the LA Marathon, extra safety precautions could be taken. And, during USC events, USC safety personnel could work together with MTA personnel to ensure attendees' safety in crossing the transitway.

Finally, while density and likely ridership are greater along the proposed Venice/Sepulveda bypass of the Exposition right-of-way which would seem to offer benefits that overcome the traffic routing hurdles posed by this bypass, it is baffling that the MTA Board chose to exclude from analysis the obvious possibility of using the Exposition right-of-way through Cheviot Hills/Rancho Park. It seems that taxpayers and citizens cannot fully evaluate the financial aspects as well as other pros and cons of the Exposition proposal (either busway or light rail) without this element being considered. I would urge the board to allow study of the Exposition right-of-way through Cheviot Hills/Rancho Park as an alternative for inclusion in the Final EIS/EIR.

Thank you,
Camille Kirk
1837 Midvale Avenue, #201
Los Angeles, CA 90025

From: Mid-City WestSide
Sent: Tuesday, June 19, 2001 10:33 AM
To: 'Camille Kirk'
Subject: RE: Mid-City/Westside Transit Corridor DEIS/R Comments

Ms. Kirk:

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

We have logged your comment into the record.

JUL 06 2001

SCANNED
IN RMC

May , 2001

SK(1)

David Mieger, Project Manager
Los Angeles County MTA
One Gateway Plaza
Mail Stop 99-22-5
Los Angeles, California 90012

In re: Draft Environmental Impact Statement, Mid-City/Westside Transit Corridor

Dear Mr. Mieger:

I am a member of the West Los Angeles Japanese American Citizens League Auxillary. Our organization has been active in this community for over 40 years.] 1

The issue of the proposed Exposition Light Rail Segment in the Sepulveda/Pico/Exposition area is of great concern to me. This area is tremendously impacted with heavy traffic and this alternative to the proposed project will create more traffic delays, noise, vibration, safety problems, and destroy the residential/pedestrian/community orientation of this area.] 2

This Alternative 3 will also cost \$1.0 billion (Wilshire Bus Rapid Transit plus Exposition Light Rail Transit) vs. \$654 million for Alternative 2 (Wilshire BRT plus Exposition BRT)-- almost twice as much!] 3

I urge LA County MTA to drop Alternative 3 (Wilshire BRT + Expo LRT) from the proposed project.] 4

Sincerely,

Stella Kishi
1942 Stoner Ave
LA, CA 90025

COMMENTS

AK (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.

THIS IS TO COUNTERACT THE UNTHINKING STAND OF THE BOARD OF THE HOLMBY-WESTWOOD HOMEOWNERS ASSOCIATION. I AM A HOMEOWNER IN THE NORTH OF WESTWOOD NEIGHBORHOOD ON WARNER AVENUE AND HAVE LIVED THERE FOR MORE THAN FIFTEEN YEARS. THE BOARD'S STAND AGAINST THE BUS CORRIDOR ON WILSHIRE DOES NOT REPRESENT MY VIEWS. IT IS NARROW AND SHORT-SIGHTED, NOT TO MENTION SELFISH. I, TOO, WILL HAVE TO FACE TRAFFIC PROBLEMS FROM CONSTRUCTION ON WILSHIRE, BUT IT MUST BE DONE.

IF WE WANT TO CONTINUE TO LIVE IN THIS CITY AND HAVE OUR CHILDREN EVEN HAVE THE OPTION OF LIVING IN WHAT IS POTENTIALLY THE GREATEST CITY, WE NEED TO HAVE PUBLIC TRANSPORTATION NOW, AS FAST AS POSSIBLE. THE LIGHT RAIL IS THE BEST, NON-POLLUTING, ETC. I SUPPORT IT ON THE EXPO LINE AS WELL AS ON WILSHIRE, BUT BARRING THAT, ON WILSHIRE, A CENTER BUS LANE. LET'S MAKE THIS PLACE LIVABLE FOR EVERYONE.

ALEXANDRA KIVOWITZ

(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 90015
(310) 366-6443 Fax: (213) 922-3060 E-Mail: MidCityWestside@mta.net

COMMENTS
Page 653



COMMENTS

ANK (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.

I live in the Miracle Mile part of Wilshire Blvd. } 1
 I do not want articulated buses on the street. } 2
 I don't want the medians destroyed after all the monies } 3
 that have been spent to beautify the mile.
 I do not want parking meters removed: We } 4
 just got them back!
 Stay off Wilshire - Miracle mile! } 5

(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 ANITA KLEBANOFF Phone/Fax _____
 Address 836 So. OGDEN DR.
 City/State/Zip L.A. 90036

ERICA KORODY
3272 Glendon Avenue
Los Angeles, California 90034-4406

June 1, 2001

ERK (1)

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

Attention: Mr. David Meager

RE: Opposition to the proposed Venice/Sepulveda diversion

Dear Mr. Meager,

As a home owner and resident on the Westside, I am in favor of the construction of the planned Light-Rail System to run along Exposition Boulevard.

} 1

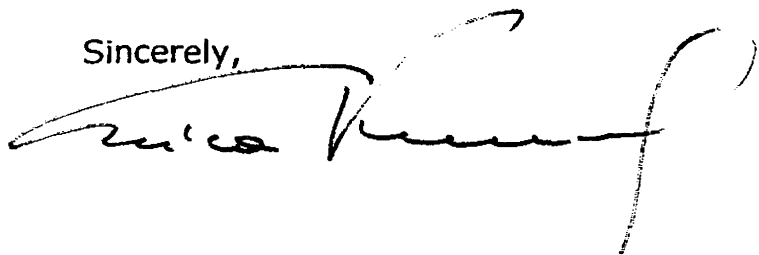
However, I am vehemently **opposed to the Venice/Sepulveda Diversion**, which as I understand it, is coming up for discussion.

} 2

Please keep my opposition to the Venice/Sepulveda Diversion in mind and do act upon it. Thank you.

} 3

Sincerely,



EK/hs



Mk(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.

Dear Mr. Mieger and the MTA Board,
After reviewing the proposals for the Red Line's Westside Expansion, I would like to request that research be done on other options besides the Wilshire and Exposition plans.

First of all, I believe that the Wilshire Bus Plan would be too costly and create more traffic problems than alleviate them. That option should be scrapped.

The Exposition Plan with the Sepulveda Blvd. detour is also very costly and problematic, traffic-wise. If it's decided to use the Exposition Light Rail

Alternative, the route should run in a straight line along the original railway tracks rather than build a new detour which will cause more headaches.

Personally, I would prefer the Subway Option. Yes, I've heard that the voters passed a proposition to prevent tax monies from being used on subway construction, but, is there another way to raise funds instead?

My concern about the Expo Light Rail is that it may create a dangerous situation in already congested areas, such as the West L.A. Pico/Sawtelle/

Position/Gateway intersections. I own a home in the area and must say that the layout of the intersections there is confusing. Traffic also jams up

these during rush hour. If a train was running through the area, there should be more than adequate signals, gates, and pedestrian stations to keep both the pedestrians and the drivers safe.

If we could extend the Red Line through a subway rather than through light rail, we wouldn't have to contend with these above ground issues.

I'm also concerned about whether any homes and businesses will be displaced (bought out) for the Expo Light Rail, its stations and parking lots.

I hope the MTA Board will continue researching other alternatives and not settle for the current plans it has presented. Los Angeles has

definitely grown in complexity and needs a better transit system. However, we need to create a system that is upgradeable in the future (such as a North-South extension on the Westside), not one that is hastily implemented and causes more problems and results in a huge waste of money. Thank you. *Mie Koshimoto*

(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 Mie Koshimoto Phone/Fax 310-478-7731

Address 2491 Purdue Ave. #106

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

WK (1)

L.A. County MTA
Attn.: David Mieger

As a Westside Village Homeowner we are in support of the light-rail system] but are]¹
opposed vehemently to the Venice/Sepulveda Diversion.] It would have a disastrous]²
affect on our quiet and cared for neighborhood]³

Thank you for your careful re-evaluation.]⁴

William Kramer *William Kramer*

Betty Kramer *Betty Kramer*

June 6, 2001

3111 Kelton Ave.
Los Angeles, Ca. 90034



JUN 21 2001

SCANNED
IN RMC

BK(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.] 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 BORIS KRUTONOG Phone/Fax 310/441-5070

Address 10963 Ayles 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

Unread (13)

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

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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 MAUREEN & PAUL KATFORDS Phone/Fax 310 441 5070 / 441 9017

Address 10913 Ayres Avenue

City/State/Zip LA CA 90044

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) 386-6443 Fax (213) 922-3060 E-Mail: MidCityWestside@mta.net

SCANNED
IN RMC
JUN 15 2001

L LAG

June 13, 2001

L.A. County MTA
Attn: David Mieger
1 Gateway Plaza
Mailstop 99 - 22 - 5
Los Angeles, CA 90012

Dear Mr. Mieger:

As a Westside Village Homeowner we are in support of the Light-Rail system but
are **STRONGLY OPPOSED TO THE VENICE/SEPULVEDA DIVERSION.**

Sincerely,



Luis and Antonieta La Cotera

Mid-City/Westside Project Team

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

From: JWLamm@aol.com [mailto:JWLamm@aol.com]
Sent: Friday, June 15, 2001 3:25 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
Cc: miegerd@mta.net; Friends4Expo@aol.com
Subject: Exposition Light Rail Endorsement

JIL(1)

Dear MTA Board Members:

By way of identification, I am Vice Chair of Culver City's Planning Commission and President of Ballona Creek Renaissance, a Culver City-based nonprofit organization working long range for the holistic transformation of Ballona Creek into more of an environmental and community asset. Speaking as an individual, I would like to wholeheartedly endorse well-designed and mitigated light rail along the entire Exposition right-of-way.

} 1
} 2

With stations in the vicinity of Hayden Tract and Venice-Washington, such a line would provide an invaluable transit choice to the residents, employees, and students of the area. Interfacing with CulverCity Bus, the line could serve the evolving Jefferson business corridor, the Culver City downtown, and the private and public schools of the area, including West LA College.

} 3

It remains very important that a bikeway and greenway be part of the project, with a well-designed link to the Ballona Creek bike path. More and more people are using bicycles for both commuting and recreation, and this trend needs to be facilitated.

} 4

A critical ingredient to the process is good communication, which leads to trust and cooperation. I urge you to do more to strengthen that area, just as I am urging Culver City people to do likewise. Working together, we can help lines such as an Expo Light Rail make good community connections--both in the planning and implementation process and in the functioning result.

} 5

Thanks for listening.

Jim Lamm
10916 Braddock Drive
Culver City, CA 90230-4211
310-839-6896

From: Mid-City WestSide
Sent: Tuesday, June 19, 2001 10:32 AM
To: 'JWLamm@aol.com'
Subject: RE: Exposition Light Rail Endorsement

Mr. Lamm:
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,



NL(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.

Rail on EXPO is the only way to go.
 It has been proved as in and again
 that people prefer rail!]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 Norman Lane Phone/Fax 310-576-2100
 Address 120 Broadway #305 310-576-2200
 City/State/Zip Santa Monica CA 90401

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

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: support detour

DL(1)

I live in the westside and I support a light rail line in my neighborhood. ~~But I want it where it will do the most good and that is via the proposed detour so that it will truly serve the riders by going through the most likely business and service areas in the community.~~

} 1
} 2

PLEASE SUPPORT THE DETOUR ALONG VENICE AND UP SEPULVEDA WHERE THERE ARE PLACES WE WOULD ACTUALLY RIDE THE RAIL TO GET TO.

} 3

From: Mid-City WestSide
Sent: Tuesday, June 19, 2001 10:21 AM
To: 'David Lang'
Subject: RE: support detour

Mr. Lang:

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: David Lang [mailto:dlinla@hotmail.com]
Sent: Wednesday, June 13, 2001 12:21 AM

JUN 15 2001

Hope Lange
10601 Wilshire Boulevard, 301
Los Angeles, CA 90024

June 5, 2001

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, emergency 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,

Hope Lange



GL(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.

} 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 GARRON & EINOY LARCOMBE Phone/Fax 310-4777195

Address 2516 VETERAN AVE

City/State/Zip L.A. 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.

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 ANDY & JEANNE LARKIN Phone/Fax 310-398-9620

Address 11219 PEARL ST

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: MidCityWestside@mta.net

Tue, May 22, 2001

David Mieger
MTA
One Gateway Plaza
Mail Stop 99-22-5
90012

Dear Mr. Mieger,

I am very much against a Light Rail Transit system that will impact traffic and/or noise on Sepulveda Blvd near Pico, Palms, and especially National Blvd.] 1

I have lived very close to National and Sepulveda Blvd. since 1979. In 1988 I invested a great deal of money completely remodeling my home. I expect to live in this home for the next 20 years (to the end of my life).] 2

I have noticed recently that the traffic in the late afternoon at Pico and Sepulveda, and at National and Sepulveda, has increased so much that I have to go out of my way, to Military, to circle around and reach my home.] 3

If there is any kind of reason for increased traffic on Sepulveda, or anything impeding the flow, it would be intolerable.] 4

Certainly, any noise added to the existing sounds of the freeway, will decrease the quality of life of all the residents.] 5

The freeway interchange is already one of the busiest, please do not bring additional traffic and safety problems to this residential area.] 6

The Wilshire Rapid Bus alternative services the same destinations and is already successful, direct, and does not make major changes to residential areas.] 7

Thank you,

Beverly Lawson

Beverly Lawson
2811 Tilden Ave.
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.

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 A. T. Leudbetter Phone/Fax 474-0151
 Address 1080 N ASHBY, AN
 City/State/Zip WEST LA. 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



CL(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 Support

- 1) WILSHIRE BRT } 1
- 2) EXPO LIGHT RAIL } 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 CALVIN MARK LEE Phone/Fax _____

Address 10920 WILSHIRE #150

City/State/Zip LA CA 90024-6502

Mail sheet by Friday, June 15, 2001 to:

MTA, ATTN: David Mieger, One Gateway Plaza, Mail Stop 99-22-5, Los Angeles, CA 90019
(310) 366-6443 Fax: (213) 922-3060 E-Mail: MidCityWestside@mta.net



Compassionate

Oncology Medical Group

SCANNED
IN RMC

Bob Leibowitz, M.D.
Steven J. Tucker, M.D.

RL(1)

May 24, 2001

David Mieger, Project Manager
Los Angeles County MTA
1 Gateway Plaza
Mail Stop 99-22-5
Los Angeles, CA 90012

Dear Mr. Mieger:

I am writing this letter to you to discuss my views on the proposal to make Wilshire Boulevard a major bus route. I am extraordinarily concerned that this will obviously drastically increase the amount of travel on this street. There are already far too many accidents along the Wilshire corridor, and I believe adding bus lanes will only worsen the situation. Additionally, it will make it more dangerous to try to cross the street. The noise pollution would be overwhelming because of the echo pattern that the high-rise buildings cause. The additional pollution from the diesel fuel will certainly worsen the asthmatic condition of my children and myself. I urge you to reject this proposal because it is unhealthy, unwise and unsafe.

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If additional information is necessary, please feel free to contact me.

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Sincerely,

Robert L. Leibowitz

ROBERT L. LEIBOWITZ, M.D.

RLL:nf

ROL(1)

From: Mid-City WestSide
Sent: Monday, June 11, 2001 8:51 AM
To: 'Cheryl Armon'
Subject: RE: Exposition light rail

Mr. Lentz:

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-----

COMMENTS
Page 673

From: Cheryl Armon [mailto:Cheryl_Armon@antiochla.edu]
Sent: Sunday, June 10, 2001 9:19 PM
To: MidCityWestside@mta.net
Subject: Exposition light rail

ROL(1)

Dear Dr. Mieger,
I believe that a light rail system between Santa Monica and Downtown LA would be preferable to an expansion of the bus system. Light rail is non-poluting, quiet, and fast. Thank you for listening.

] 1

Robert Lentz
144006 Tucker Avenue
Symar, CA 90342

From: Mid-City WestSide
Sent: Monday, June 11, 2001 8:53 AM
To: 'liz lesan'
Subject: RE: Light Rail Service

Ms. Lesan:

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: liz lesan [mailto:erlesan@earthlink.net]
Sent: Monday, June 11, 2001 6:14 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: Light Rail Service

LIL(1)

I've lived on the Westside for over 20 years and have heard from my Angeleno husband how he and his brothers used to take the old red cars to easily navigate the city. Most of my working experience in LA has involved a commute--10 years I drove daily into the center of Downtown. What a waste of time, attention and gasoline.

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IT IS ESSENTIAL that we restore light rail service to the Westside! Seeing the Exposition corridor sit idle all year (except for the circus train to the Shrine) reminds me of the persuasive auto industry lobby who convinced city fathers to destroy rapid transit in favor of "modern" public busses.

Please support the Exposition Light Rail proposal.

liz lesan

DAL(1)

From: Mid-City WestSide
Sent: Tuesday, June 19, 2001 10:24 AM
To: 'Peterdan@aol.com'
Subject: RE: Light Rail

Mr. Levin:
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: Peterdan@aol.com [mailto:Peterdan@aol.com]
Sent: Thursday, June 14, 2001 9:59 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
Subject: Light Rail

DAL(1)

As a resident of Cheviot Hills for 22 years I have been opposed to the Light Rail Line, only in a casual way. Having attended the meeting at Culver City Hall on June 11 and two meetings the next night at Mar Vista Park and Hamilton High School, I feel better informed and more resolved AGAINST this plan.

I am not against mass transit; I am not against Light Rail; I am not against the line going through Cheviot; I am against THIS PLAN.

The speakers at Culver City Hall against this plan were better informed and more persuasive than those for it.

I am convinced that the MTA Plan is not a good one; that it will take millions more to build this system than is stated; that it will take much longer than is stated; that the destruction to neighborhoods and businesses along the route will be devastating; that the plan is incomplete and does not deal with traffic snarls at rail crossings, parking at stations, and where riders will go once they disembark at any given station.

I want you also to know that to my knowledge, no vote was ever taken among the Cheviot Hills community asking for a detour. I resent the NIMBY characterization that is thrown at us by proponents of this plan.

I also do not want my opposition to this plan to be seen as an endorsement of the bus line plan. All I want is a better plan that will really serve Los Angeles.

Sincerely,

Dan Levin

Cheviot Hills

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From: Mid-City WestSide
Sent: Monday, June 11, 2001 8:43 AM
To: 'Peterdan@aol.com'
Subject: RE: Light Rail

Mr. Levin:

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: Peterdan@aol.com [mailto:Peterdan@aol.com]
Sent: Sunday, June 10, 2001 8:31 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

DANL (1)

As a 22 year resident of Cheviot Hills, I must join Zev Yaroslavsky in opposing the Light Rail along Exposition Boulevard. I have written before and just want to re-emphasize that I believe this is a costly and unnecessary project. The impact on Culver City will be much more negative than the supporters of this Light Rail Line expect. Although there have been some accusations that those of us that oppose this project are bigots and worse, this is far from the truth. In fact this kind of tactic makes me certain that those that support this effort are suspect and after something that is not going to benefit this city or the immediate area that will be invaded by this rail system.

Sincerely,
Dan Levin
Cheviot Hills

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2

Sandra J. Levin
3440 Cattaraugus Ave.
Culver City, CA 90232
(310) 559-6734

SL (1)

June 11, 2001

Los Angeles County Metropolitan Transportation Authority
Attn: Mr. David Mieger
One Gateway Plaza
MS 99-22-5
Los Angeles, CA 90012

Dear MTA Members and Staff:

I submit the following general and specific comments regarding the Mid-City/Westside Transit Corridor Draft EIR/EIS (the "EIR") on behalf of myself and the East Culver City Neighborhood Alliance.

GENERAL COMMENTS:

As a backdrop to the specific comments offered below, I would like to express my profound disappointment with several aspects of the overall process.

We were introduced to this process in approximately 1992 when the Exposition ROW Preliminary Study was conducted. That study was conducted without notifying or including anyone in our neighborhood. It also grossly mischaracterized our neighborhood and omitted numerous sensitive sites from its analysis. We got involved, offering corrections, comments, information and suggestions. Representatives of the MTA (then LACTC) offered apologies and promised that we would be included in the future and that the errors made in the study would be corrected.

Here we are nearly ten years later. The process has not improved and the errors -- far from being corrected -- have been repeated. Although many of us signed up on MTA mailing lists regarding Exposition ROW numerous times over the years, we were not notified or included in the current planning and scoping efforts. We were not notified of community meetings/hearings conducted by the MTA. We did manage to obtain a copy of the administrative draft of the EIR/EIS from Culver City. When we realized that this study, like the one ten years ago, failed to include and/or study sensitive sites in our neighborhood or include comments previously given, we scheduled a meeting of our neighborhood association and invited MTA representatives to attend. MTA representatives did attend and at that meeting we provided many of the comments below regarding the deficiencies in the administrative draft of the EIR/EIS. At the conclusion of the meeting I was informed that although MTA representatives attended, the comments would not be included or incorporated into the EIR and that if we wanted them considered we would have

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to provide them in writing when the draft EIR was circulated.¹ Indeed, even the blatant errors and omissions were not corrected in the draft EIR.

Similarly, the City of Culver City provided numerous comments and corrections to the administrative draft in January 2001; these comments were not included in the draft EIR either.

In short, for ten years, the MTA has failed to include us, listen to us or address the needs of our neighborhood. You will, I am sure, understand why our level of trust in the MTA is minimal and our frustration with the repeated errors concerning our neighborhood is substantial.

SPECIFIC COMMENTS:

ALTERNATIVES EVALUATED Section 2.2

Although somewhat unclear from the EIR, it appears that Alternatives 3 and 3A (LRT) do not include any stations in Culver City. See, e.g., 3.4-11. Most specifically, we (and I believe the City of Culver City) had requested that a stop at Hayden and National be studied. The EIR is deficient in not studying this option.

Similarly, the EIR does not study trenched (partially below grade) operations, although this an option that has substantial benefits and has been discussed in the past. (I believe it was even identified by Culver City as a preferred alternative/mitigation measure in past discussions.) The EIR is deficient in not studying this as a project alternative or mitigation measure.

The project alternative descriptions indicate that there will be a grade separation at La Cienega (e.g., 2-36) but it is not clear whether this grade separation extends into Culver City. There is also a later reference to a grade separation at Ballona Creek (3.7-36), but this is not included in the project description and needs to be clarified as it has a significant effect on the analysis of the project impacts.

Moreover, the general description of the operating characteristics indicates that the LRT would run at speeds of 55 mph where there are no stops. 2-44. The projected operating speed within Culver City should be specified as it affects the analysis of safety, traffic, noise, vibration, etc. As currently drafted, it is difficult to determine what speed and operating characteristics were used to determine the impacts on this neighborhood.

In addition, the current ROW crosses National twice between La Cienega and Washington. Would this be reduced to a single crossing by deviating from the ROW? To no crossings? This should be clarified as it affects the analysis of safety, traffic, access, etc.

TRAFFIC AND CIRCULATION Section 3.2

For the most part, it is not possible to comment on the model used to generate the traffic predictions for the various alternatives because the model is not described in any detail and the

¹ To add insult to injury, I was not sent a copy of the draft EIR/EIS for comment despite repeated assurances that I would receive a copy.

assumptions that were used to generate the numbers are not stated. Obviously, the numbers the computer model generates are only as good as the input and assumptions it is based upon. For example, 3.2-14 lists a variety of buses currently serving the study area: what is assumed about whether these lines will continue to run? (The majority of the riders on the new project will be existing transit riders according to the projections. What will happen to the transit options they used to use?) The model is based upon the projected increase in population between now and 2020. What is assumed about where the increased population will live and work? What is assumed about other projects that will take place? What assumptions are made about who will choose to use transit?

The EIR fails to state the basis for the model's predictions as to who will use transit. Is it based upon a list of decision-making criteria? If so, what are they? Is it based upon an extrapolation of some actual experience in the past? If so, what experience? As a result, no one can comment on whether the factors used were appropriate or whether other factors should have been included as well. The EIR should state what these assumptions are so that the public and other jurisdictions can comment on them.

We do know that one critical assumption -- the average trip time -- is incorrect. Obviously, how long it takes to get to the destination on BRT or LRT makes a huge difference in how many people will choose that mode of transit. However, the EIR makes only one set of ridership and traffic predictions based upon one set of assumptions about how fast BRT and LRT will travel on the ROW. Yet, the speed of BRT or LRT will almost certainly depend upon a range of factors and conditions, including which mitigation measures are adopted. In order to be at all useful, the EIR should analyze what traffic impacts and ridership would be like over a range of realistic or possible trip times. This deficiency in the EIR can easily be seen in our neighborhood where there are several schools adjacent to the ROW. The EIR recommends a variety of mitigation measures, including pedestrian crossings at all schools. Yet the only ridership and traffic impact predictions available in the EIR are based upon the (inconsistent) assumption that trains will go 55 mph through these same areas. There is no assessment of the impact on traffic and ridership if the mitigation measures slow down the buses/trains.

There is also nothing in the EIR indicating why the computer model should be considered valid or whether it has ever been tested or verified by independent tests. There is no way to comment on the adequacy or accuracy of the model because there was no information provided.

As discussed below, Culver City's general plan prohibits at-grade light rail crossings within the city. Yet, the EIR does not even study the traffic impacts of any options other than an at-grade crossing at the intersection of Washington and National Blvds.

There was no study of La Cienega and Washington Blvd., despite the fact that it is one of the most congested intersections in the county and it is directly impacted by the Exposition ROW route. In fact, there are route crossings at both La Cienega Blvd and Exposition and at Washington and National. I can tell you from personal experience that when there is a rush hour delay at either of these intersections, La Cienega and Washington becomes almost gridlocked. This has a tremendous impact on our neighborhood because the traffic backs up on Washington and we cannot exit from our residential streets onto Washington.

Because the EIR only provides "yes or no" data as to which intersections are significantly impacted by the various alternatives, it is not possible to determine which alternatives impact a given intersection more than others. The impacts should be quantified.

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The table of intersection delay times 3.2-37 and the summary discussion at the bottom of 3.2-98 are not consistent. One or the other needs to be corrected.

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PARKING Section 3.3

The EIR is deficient in that it does not identify the existing parking uses along the ROW such as the lot on National Blvd that currently serves the Hayden tract or the parking on the ROW at Washington Blvd and does not analyze the loss of that parking.

22

The EIR does not explain how the parking demand was calculated. ²³ Also, the EIR states that there will likely be spillover parking impacts areas around the Venice/Main and National/Hayden Stations. 3.3-10. However, there is no analysis of what those impacts are, how many additional spaces are required or who will be impacted.

24

As to BRT parking demand, the study lists no parking demand at the Hayden/National and Main/Venice stations. 3.3-9 (Table 3.3-4). This is clearly inaccurate -- particularly in light of the elimination of the existing parking lot on National. This unmet parking demand would almost certainly result in impacts on the residential neighborhoods within walking distance of the stations (see, e.g., 3.3-11), but the EIR does not analyze that impact.

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Moreover, the chart and analysis discuss parking demand at the Washington/Venice station although there is no such station in the BRT alternatives. 3.3-9-11.

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Because the LRT alternative fails to include a station within Culver City, there is no parking analysis of the impact of such a station. This should be studied.

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The analysis of spillover parking impacts from LRT at the Venice/Washington station is based upon the projection that there will only be "minimal latent parking demand" for the park-and-ride lot there. There is no explanation of the basis for this projection and it seems wholly unrealistic (especially given Culver City's plans for the development of its downtown).

28

The EIR does not consider park and ride lots at Venice/Main or Hayden/National and the proposed lot at Washington/Venice is considered for the LRT alternative only. 3.3-9-10. This omission is particularly egregious given that the 1140 space lot in Santa Monica is proposed for both the LRT and BRT alternatives although the projected demand there is only 381 and 40 spaces, respectively.

29

SOCIOECONOMICS Section 3.4

Although it is stated that the data in Table 3.4.5 comes from the 1990 census, it is blatantly erroneous as to the 1/2 mile area surrounding the Hayden/National station. That area encompasses large portions of both the Rancho Higuera and Kronenthal Park neighborhoods.

30

Yet, the chart states that there are only 34 households that own their own homes. I could list more than that off the top of my head. Perhaps city staff could provide more accurate data.

LAND USE AND NEIGHBORHOODS Section 3.5

The land use assessment fails to include either Kronenthal Park or Rancho Higuera as "affected neighborhoods." It also fails to include Kronenthal Park as a destination and activity center. It fails to include Turning Point, Willows or Kronenthal Park pre-school as schools within a 1/2 mile. Chart 3.5-1

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The analysis fails to identify that there are residences and other sensitive uses immediately adjacent to the ROW within Culver City. 3.5-24.

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The EIR incorrectly states that Culver City plans high density mixed use within station areas. 3.5-26. This is not true for the Hayden/National station.

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The EIR fails to identify the following applicable policies from Culver City's General Plan: Land Use Policy 23.G (re mitigating impacts from transit on Exposition ROW); Transportation Policies 2.I and J (locate transit stations within Culver City that are properly mitigated and accessible to employees of the industrial and commercial business areas of the city), 2.L (effective noise mitigation) and 3.F (include bikeway on Exposition ROW); Circulation Measures 4.B (expand Culver CityBus routes to include downtown Los Angeles) and 5.B (develop a Class 1 bikeway within Exposition ROW). Since the EIR failed to identify these policies, it did not, of course, analyze the project's consistency with these policies.

36

The EIR alludes to the substance of Transportation Policies 2.A, 2.M (design criteria and performance standards), 2.N (prohibit at-grade crossings) and 2.O (prohibit at-grade or elevated transit near residential neighborhoods), but fails to cite, quote or even adequately summarize them. 3.5-17. Even as to these General Plan policies that were mentioned in the EIR, the EIR does not address the incompatibility of those policies with the proposed project alternatives. For example, Culver City circulation policy 2.N prohibits at grade crossings, yet they are proposed at the National crossings and at Washington and National -- a critical intersection to Culver City. Transportation policy 2.O prohibits at-grade or elevated transit adjacent to residential neighborhoods, yet that is all that is proposed in any of the BRT or LRT alternatives. These inconsistencies are not mentioned or addressed by the EIR, nor can they be mitigated by any of the proposed mitigation measures (which focus predominantly on station design).

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VISUAL QUALITY Section 3.7

There are no photographs or discussions of the portion of Exposition ROW within Culver City.

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Visual access to the internationally acclaimed Eric Owen Moss/Samitaur Constructs developments is not addressed.

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NOISE AND VIBRATION Section 3.9:

Noise:

The EIR states that short term measurement results were used to estimate noise levels at day-time, institutional sites, yet absolutely no short term monitoring was done in Culver City. 3.9-5, 6.] 41

The EIR states that there are different impact criteria for parks, residences and schools and that all are considered sensitive land uses. 3.9-7. Yet, the EIR fails to study the noise impacts on the residential neighborhood south of the ROW. 3.9-12-13 and 18. Indeed, there were no baseline readings taken in this neighborhood at all. 3.9-5.] 42

Non-residential sensitive sites were studied separately in the EIR. 3.9-14 and 19. MTA has a perfect record here: every time you have studied Exposition ROW over the past 10 years, you have failed to identify and study the non-residential sensitive receptors in our neighborhood. Thus, the EIR fails to study the noise impacts on Echo Horizon School, Turning Point School, Willows School, Syd Kronenthal Park or the pre-school in Syd Kronenthal Park. 3.9-13 and 19. These are all sensitive land uses, but it should be noted that the pre-school and Turning Point School are within just a few feet of the ROW, while Echo Horizon School is one of only a few schools in the county with a special emphasis on mainstreaming hearing impaired children, and is therefore an exceptionally sensitive site.] 43
] 44

The EIR also notes that "buildings where quiet is an essential element of their purpose" are considered sensitive land uses. 3.9-7. Yet, there is no analysis whatsoever of the sound studios, production studios or other sensitive uses in the adjacent Hayden Tract. Indeed, the baseline was not even studied. 3.9-5.] 45

The EIR proposes a 12-foot sound wall on the north side of the ROW from Fay Ave. to Helms Ave. as a mitigation measure for the noise from BRT. 3.9-15-16. However, because the sites were never studied, the proposed mitigation measure does not address or mitigate the impacts on Echo Horizon or the pre-school in Kronenthal Park (both of which are east of the proposed sound wall) or on Turning Point or the Higuera residential neighborhood (both of which are south of the ROW).] 46
] 47
The EIR is also deficient in that it fails to study the impacts of this proposed (drastic) mitigation measure. What will be the impacts on our neighborhood of a 12-foot sound wall almost the entire length of our neighborhood on access to schools, parks, restaurants and cultural activities? On the air flow and ocean breezes we currently enjoy? On noise reflected from the freeway or other sources? What will be the impact on the neighborhoods to the south of that wall? Are such walls even consistent with Culver City policies and ordinances regarding wall heights? There is no discussion at all of these issues.

Also, the ROW on National Blvd. is about 4-6 feet higher than several of the residential streets on the north side. There is no study in the EIR of how the height differential affects the noise impacts.] 48
] 49
This height differential would also need to be taken into account in analyzing the impacts of the proposed sound wall.

Similarly, the EIR proposes an 8-foot sound walls on the north side of the ROW from Fay Ave. to Helms Ave. as a mitigation measure for the noise from LRT. 3.9-20-21. The same comments noted above regarding the sound wall analysis apply to this proposed mitigation measure.

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In addition, the proposal calls for aerial LRT. There was no discussion of the effect of the aerial portion of the line on the noise impacts. In particular, because of the proximity of the park to the aerial portion of the line, the impact on the park should be studied.

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“Depressed” (i.e., trenched) operation has been discussed in the past and should be analyzed as an alternative mitigation measure.

52

Vibration:

There was only one site remotely near our neighborhood where vibration source data was collected -- site V-3. 3.9-24. The map and the description are contradictory, so it cannot be determined precisely where the site is. However, it appears that it is not in the Kronenthal Park neighborhood, not in the Alquist Priolo fault zone relating to the Newport Inglewood fault and not in the Ballona creekbed area. There is therefore no baseline study and no analysis of these areas. The EIR does not even mention the impact of the fault or the tendency towards liquefaction in this area in connection with the vibration impacts.

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Again, the EIR completely failed to analyze the impacts on the residential neighborhood to the south, or the park, pre-school or private schools, although these are admittedly sensitive uses.

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Moreover, the EIR notes that buildings such as recording studios and theaters, warrant special attention and require special study. Yet, there is no mention of the sound studios, theaters, production facilities, etc., in the Hayden Tract immediately to the south of the ROW. 3.9-23. These sites should have been studied and analyzed.

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“Depressed” (i.e., trenched) operation has been discussed in the past and should be analyzed as an alternative mitigation measure.

57

Construction Noise and Vibration 3.9.5

The analysis of construction noise and vibration is completely inadequate, does not address the specifics of, or differences in, the various alternatives, and does not even mention compliance with Culver City noise ordinances. 3.9-31-34. (By contrast, the EIR states that all construction must comply with the City of Los Angeles’ noise restrictions. 3.9-32.)

58

GEOLOGY, SOILS AND SEISMICITY Section 3.10

BRT alternatives: The EIR does not analyze at all the impact of the existence of an earthquake special study zone on non-aerial structures (e.g., sound walls). 3.10-8. There is no meaningful analysis of the impacts of earthquake activity on aerial structures and, in fact, the proposed “mitigation” measure regarding risks of seismic activity on aerial structures is a geologic study. The geologic study should be included in the EIR; proposing it as a mitigation measure is not a proper substitute for studying it in the EIR. The EIR also does not analyze the impacts of

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liquefaction (which we actually experienced during the Northridge quake) on either aerial or non-aerial structures. 3.10-8.

LRT alternatives: The analysis is the same (3.10-9) and the comments are therefore the same. There is also no discussion of the earthquake risks associated with overhead power lines.

62

There is also no comparison of the relative impacts of the geologic and seismic risks on the various alternatives. Specifically, is the risk greater with BRT versus LRT or are the risks the same?

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SAFETY AND SECURITY Section 3.14

In fact, there is virtually no discussion or analysis of motorist safety. Given the history of motor vehicle accidents relating to LRT this is of significant concern.

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The EIR proposes pedestrian crossings at all schools. How will this impact speed and operations within Culver City in light of the four schools adjacent to the ROW? What is the impact on pedestrians trying to access parks? Will there also be pedestrian crossings to access parks?

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There is no analysis of the safety or security risks of 8 or 12 foot sound walls (the proposed mitigation measures for LRT and BRT respectively). The impact on visibility seems to pose a significant security risk. There is no discussion of the impacts or costs of graffiti abatement and there are no proposed mitigation measures.

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There is no analysis regarding a station at Hayden and National. There is no analysis of the safety or security risks of the at-grade crossing at National and Hayden.

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There is no discussion of the impacts on the Culver City police department of the additional responsibilities of policing the line in Culver City. (The EIR makes clear that MTA security typically only handles station security and that Culver City police would be responsible for all other impacts within the city. 3.14-3.)

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There is also no discussion of the inter-jurisdictional issues regarding security. For example, what is the impact of incidents at the La Cienega station on Culver City? What happens when a suspect or victim exits within Culver City or flees to Culver City?

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COMMUNITY FACILITIES Section 3.15

This section fails to include Echo Horizon School, Turning Point School, Willows School, or the pre-school in Syd Kronenthal Park. 3.15-5. It incorrectly states that BRT and LRT would have no impact on pedestrian access to Syd Kronenthal Park. The impact on access to all these sites should be acknowledged and discussed.

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HAZARDS Section 3.16

The impacts of "depressed" (i.e., trenched) operation should be analyzed.

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CONSTRUCTION IMPACTS Section 3.18

Essentially, this section does not analyze construction impacts and merely refers the reader to a variety of other section (3.18-11) with no specifics or even page references. Some of the referenced sections do not appear to include construction analysis (e.g., section 3.4). Others are inadequate (see discussion of section 3.9 above). Others that do contain construction impact analysis are not mentioned (e.g., section 3.5 re land use and neighborhood compatibility). Moreover, the analysis in the various prior sections does not appear consistent with the descriptions of construction in section 3.18. For example, the discussion of impacts relating to construction of Exposition BRT dismisses the impacts as "less than significant" given that the construction would last "no more than 6 months." 3.5-26. By contrast, the actual construction schedule shows a more-than-two-year schedule for active construction, plus another year and a half for testing, integration, etc. (3.18-10), while the executive summary says it will last 36-42 months (ES-55).

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CONCLUSION

In short, the EIR is deficient in numerous respects and needs to be corrected. Moreover, the deficiencies are so substantial that the corrected EIR should be re-circulated for comment so that all affected parties have a meaningful opportunity to comment on the analysis and issues that were omitted from this draft. It is not sufficient to simply provide the omitted analysis after-the-fact without allowing public comment.

76

Sincerely,

Sandra J. Levin
Sandra J. Levin

From: Mid-City WestSide
Sent: Monday, June 11, 2001 10:10 AM
To: 'BECALEV@aol.com'
Subject: RE: No Subject

Ms. Levinson:

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: BECALEV@aol.com [mailto:BECALEV@aol.com]
Sent: Monday, June 11, 2001 10:08 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: No Subject

REBL(1)

I know I haven't put the time in to making a light rail system happen, but we NEED one. Between gas prices and pollution and convenience our Los Angeles society is loosing the fight. It works in many places in the world! Please take the time and money and spend them on one of the most worthwhile projects presented to us. There are many issues that we have an opportunity to vote on where the consequences of our votes are vague and confusing. This is a

black and white choice. It is a good one that will be good for so many] 2
people.] Please once again I ask for your support to implement the rail } 3
system in our neighborhoods right away.

Thank you,

Rebecca Levinson



AL (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.

5/8/01

No! ON WILSHIRE.

] 1

1. Why build a transit system that cannot continue to, and along Beverly Hills.

] 2

2. The traffic snafu on Wilshire will be a nightmare.

] 3

3. I live a block from Wilshire. We have two hundred drivers in our building. Very few would be served by this proposed system.

] 4

4. This will not help anyone using the freeways.

] 5

(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 Anna Levit Phone/Fax 323-857-0273

Address 750 So. Spaulding Ave #336

City/State/Zip Los Angeles, Ca. 90036



ML (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.

5/8/01

Exposition Blvd offers more combinations for transfers and doesn't have Beverly Hills City to contend with.] The Wilshire Blvd area is limited for light rail use, & we already have the Rapid bus.] For those of us who live in the Miracle Mile area, there are a few pluses and many many negatives in going ahead with an additional transportation system on Wilshire Blvd.] also, we have a methane gas problem in much of the area, this could be very dangerous.] Light rail on Exposition is a more logical decision.]

NO! 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 MARVIN LEVIT Phone/Fax 323. 857-0273
 Address 750 So. Spaulding ave #336
 City/State/Zip Los Angeles, Ca. 90036

SCANNED
IN RMC

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

Jan Levy
2660 Kelton Ave.
Los Angeles, CA
90064

J L (1)

Dear David;

I am writing because I am very concerned about the possibility of the MTA approving Light Rail Transit at Exposition. I am told there is a possibility that this may be approved on June 28th.

] 1

As a tax payer and a homeowner in the area I am strongly opposed to this alternative. Light rail is too expensive to build and maintain and Exposition does not service high-density activity centers. Light rail will increase traffic and safety concerns in my community and have a negative impact on the quality of life in the area.

] 2
] 3

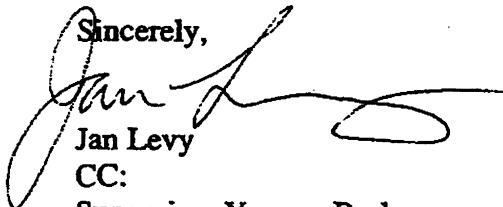
I support Alternative 1 the Wilshire Bus Rapid Transit, which has a proven ridership and goes through major destinations. This alternative is not as costly to taxpayers and does not have a negative impact on homeowners.

] 4
] 5

I am at a loss to understand why you would want to use our tax dollars to build light rail in an area when there are less expensive alternatives that will have a greater benefit to the commuters without a negative impact on communities, homeowners and taxpayers.

] 6

Sincerely,



Jan Levy
CC:
Supervisor Yvonne Burke
Zev Yaroslavsky
Richard Riordan

JUN 19 2001

SCANNED
IN RMC

Mrs. Harold M. Lewis
10375 Wilshire Boulevard Suite 6B
Los Angeles, California 90024

HAL (1)

June 15th, 2001

Mr. David Mieger
Project Manager
L. A. County MTA
1 Gateway Plaza
Mail Stop 99-2-5
Los Angeles, California 90012

Re: MTA linking the Exposition line to approval of a dedicated busway on Wilshire Boulevard

Dear Mr. Mieger:

I am writing this letter in behalf of my husband and myself to express the outrage of your planned proposal of further creating havoc on Wilshire Boulevard.] 1

If you will refer to your Traffic Department records, I am the individual responsible for achieving the green arrow on the corner of Beverly Glen and Wilshire Boulevard, after two years of constant perseverance and proof of deadly accidents. This was many years ago, and this overcrowding on Wilshire Boulevard has increased with the additional buildings and constant accidents occurring daily. If anything, I should be writing to you to see what you can do to lessen the burden on Wilshire Boulevard, not increase it. I am also the individual constantly calling 911 to report deadly accidents in front of my building, not to mention the east and west of me.] 2

Surely you will review your records to verify my statement, and to also review the alternatives presented to you by others.] 3

Very truly yours,

Harriet Lewis
Harriet Lewis.

731 Toyopa Drive
Pacific Palisades
California 90272
2001/7/6

SC L (1)

Metropolitan Transportation Authority
729 N. Vignes St
Los Angeles, CA

Gentlemen:

I understand that you are considering returning the Exposition Boulevard corridor back to its original purpose, good public transportation between downtown and the west side, like it was when we came to West Los Angeles from Boston 50-plus years ago.

] 1

Boston has a wonderful public transportation system, mostly light rail, with some heavy rail -- and, of course, the usual smelly, jerky buses in places where rails cannot be justified. The secret of success there seems to be the practice of providing plenty of automobile parking at all stops -- except the intown ones -- with a huge parking lot at the final suburban end of each line, and with modest parking fees.

] 2
] 3

I can see how the MTA might be prejudiced in favor of high-speed busways, because these allow the buses when they reach the end of a busway to proceed on, splitting off into various directions on surface streets for a mile or two. This practical thinking definitely has a lot in its favor. But even with the advantage of a smooth, straight busway, bus travel is so inherently jerky and bouncy, and the seats are so narrow, that no bus approach can possibly compete with the comfort of rail travel in a good rail vehicle, provided the rails are laid on a decent roadbed and are properly maintained.

] 4

If you put rails back on Exposition, and provide adequate and inexpensive parking in Santa Monica, you will have me among your many happy customers.

] 5

Very truly yours,

Scott Libbey

CR -07-0201-CR
GENERAL COMMENTS

August 8, 2001

Mr. Scott Libbey
731 Toyopa Drive
Pacific Palisades, CA 90272

Dear Mr. Libbey:

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

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

Mr. Kevin Michel
Project Manager, Rail & Busway Development
LACMTA
One Gateway Plaza, MS 99-22-5
Los Angeles, CA 90012-2932
Phone: (213) 922-2854
Fax: (213) 922-3060
e-mail: michelk@mta.net

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

Sincerely,

Original Signed By

Tom Home
Customer Relations Manager

TH:cea

✓ bc: K. Michel

CR-07-0201-CR

JUN 18 2001

JOAN LITTLE
1527 CLUB VIEW DRIVE
LOS ANGELES, CA 90024
(310) 552-0654

SCANNED
IN RMC

JOL (1)

June 8, 2001

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

Re: Mid-City/ Westside Transit Corridor
Draft Environmental Impact Statement/Report

Dear Mr. Mieger:

This letter is to comment on the above referenced proposal.

I strongly favor an increase in rapid transit in the City of Los Angeles. However, I believe that the Wilshire Blvd. proposals carry few benefits but considerable negatives except where they propose to simply expand the size and automation of the current Rapid Bus. On the other hand, the Exposition Blvd. proposal has considerably more benefits as well as less negatives. I will discuss the benefits and negatives below and show that the benefits of the Exposition Rapid Transit far outweigh the negatives while the negatives of the Wilshire Blvd. BRT far outweigh the positives. Further I do not believe the DEIR addresses major environmental issues such as the redevelopment of Santa Monica Blvd., another east-west arterial in immediate proximity to Wilshire Blvd. Nor does it adequately analyze the impact on surrounding residential streets if a traffic lane were removed from Wilshire Blvd.

I. The Draft Environmental Impact Report is invalid because it totally ignores the imminent expansion/improvement of Santa Monica Blvd., a parallel, east-west major boulevard less than a mile away, which will undoubtedly affect traffic patterns. In addition it is invalid because it does not attempt to realistically estimate the impact of traffic diversion into surrounding residential neighborhoods other than to say it will be "considerable".

The planned expansion of Santa Monica Blvd., which is currently in the design stage, has been totally ignored in the Draft Environmental Report. This Santa Monica Blvd. project, which is a huge, \$68 million dollar project, will not only change the traffic patterns on Wilshire Blvd. but it will so impact the general Westside traffic patterns as to invalidate the Wilshire BRT study.

Further, the Draft EIR admits that "considerable" amounts of traffic will be diverted from Wilshire Blvd. to arterial and residential streets if a lane of traffic is removed. However, it frankly states that no simulations were made for residential streets and that mitigation efforts should be made after the start of operations when problems are encountered.

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I do not believe that adequate mitigation methods will always be possible, and I believe that ignoring the impact upon local residential streets is inconsistent with both the spirit and the letter of the law which provides for an EIR to study the impact on the immediately surrounding area and environment. This has not been done and, therefore, the portion of the Draft EIR for the Wilshire BRT, which involves the removal of a lane of traffic, is not valid under environmental law.

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II. Placing a BRT on Wilshire Blvd. and removing a traffic lane to do so, has the smallest benefit of all the proposals, but creates the most disruption.

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One of the reasons proposed for using Wilshire Blvd. as the main focus of the Westside BRT project is that Wilshire Blvd. currently carries the greatest traffic.

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This is a circular argument. Wilshire Blvd. carries the most traffic because it is one of the few east-west streets that has been designed for that purpose, and the Wilshire corridor has the densest development with little possibility for further growth. While a BRT would carry more people than an automobile, it will not greatly improve the current Rapid Bus along Wilshire, which is very successful, and has resulted in a 25% increase in ridership in the very short time it has been in operation. Further, it is possible to articulate the Rapid Buses (make them longer), have Beverly Hills participate in the signal timing benefits, and automate the fares so that the bus driver does not communicate with riders while the bus is standing still.

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I personally have ridden the Rapid Bus and 30% of the time from the corner of Wilshire/Western to Santa Monica Blvd./ Wilshire Blvd. was spent with riders speaking to the bus drivers at the bus stops. And the length of time to travel through Beverly Hills is noticeably longer than the balance of Wilshire Blvd., which has beneficial signal timing. I mention these in detail because with these improvements, the ridership would increase further and the benefit of a BRT and removal of a Wilshire Blvd. lane as compared to an improved Rapid Bus would be minimal.

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And in addition to these improvements, Rapid Buses could be added along the newly improved Santa Monica Blvd. as well as Olympic Blvd. This would further improve current ridership within a one mile proximity of Wilshire Blvd. and, therefore, would serve to reduce any improvement that could be expected from the removal of a lane along Wilshire Blvd. and a full Wilshire Blvd. BRT development. (In fact, why not think of the NEW multi-laned Santa Monica Blvd. through Century City and Westwood as a potential for BRT???)

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On the other hand, it is admitted many times in the DEIR that traffic diversion from Wilshire Blvd. onto arterial and residential streets would be "considerable". As

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mentioned above, it is so considerable that they have not even attempted to quantify it. Rather, they leave it to the Department of Transportation to deal with after the fact. However, I am in an area where residential streets are already in need of mitigation. I live between Wilshire Blvd. and Santa Monica Blvd. at Century City. The new developments on Santa Monica Blvd. will expand greatly the east-west traffic being carried past my residential street. Century City is expanding and has a further proposed expansion for the shopping center. People already cut through from Wilshire Blvd. to Century City on our residential streets and this will increase further without mitigation. If you take a lane off Wilshire in addition to the above changes, and you mitigate the traffic on residential streets, where will cars go? We need a quantitative study to see if these changes are so disruptive to the residential area that they create environmental havoc and affect the quality of life for residents as well as the value of their properties. The DEIR has provided no such study as stated above.

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Further, the DEIR frankly admits that there is no mitigation possible at Wilshire Blvd. and Westwood Blvd., arguably the busiest intersection in the city of Los Angeles. Yet it proposes to remove a lane of traffic, from that busiest intersection, without available mitigation. And at a Community Hearing, it was said that the proposal to remove a lane was to preserve parking on Wilshire Blvd. While parking is important, how can you possibly choose to preserve parking for a select few, and remove a full traffic lane for miles with great impact on everyone utilizing Wilshire Blvd.? The choice makes no sense if it is true.

17

Finally, the Wilshire corridor cannot grow much more. One need only look at it to know that it is fully developed. At a recent MTA meeting, we were told it is the densest development in Los Angeles and approaches the densities seen in San Francisco. So where will the growth in the future go? As we will discuss below, Exposition Blvd. currently has NO public transportation. Giving it an effective east-west system - particularly all the way from downtown to Santa Monica - would make it more desirable for business and make it an attractive as well as available location for growth and development.

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It is a circular argument to suggest that rapid transit is necessary in the busiest, most developed area. They are busiest because they have the best transportation currently available and are the most developed. Providing public transit to new corridors in the Westside would make those corridors more desirable for future growth and an improved Rapid Bus would allow sufficient public transportation for Wilshire Blvd.

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III. Placing a BRT on Exposition Blvd. from downtown to Santa Monica will have great benefit in terms of increased ridership and the least negatives in terms of disruption to residential streets. It also will make an entirely new area attractive for business expansion and development. A Light Rail system will make all the benefits even greater.

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Exposition Blvd. provides a right of way that is far superior to Wilshire Blvd. as mentioned above. Because it was designed for rail, it has only 1/3 as many crossings as Wilshire Blvd. and, therefore, provides a speedier more efficient transportation route. Exposition Blvd. currently has no public transportation, so a huge potential exists for increased ridership and the Draft EIR confirms that the greatest benefit in ridership will happen along Exposition Blvd. Further, although Exposition passes through many developed areas, there is still room for further development and expansion as businesses grow in the years to come. Making public transportation available will make this an attractive and available corridor for business expansion.

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Further, throughout the Draft EIR, it is stated that an Exposition BRT will not result in significant traffic redistribution into the surrounding neighborhoods. This is in stark contrast to the huge traffic redistribution which would result from removing a lane of traffic along Wilshire Blvd. On page 3.2-58 & 60 of the Draft EIR I quote, "along the Exposition corridor, it is not anticipated that the BRT will result in the redistribution of traffic into adjacent neighborhoods".

26

Finally, I strongly encourage rapid transit along the entire length of Exposition, that is, all the way to Santa Monica and *not* ending at La Cienega Blvd. as the DEIR proposes. Limiting the length at precisely where the Westside corridor has the most growth potential also limits the potential benefits. People will not use a half way measure nearly as frequently. Also a light rail, with rubber wheels to mitigate noise, will provide Los Angeles with a real public transportation system with efficiency close to that of a subway at a fraction of the cost. Only Exposition is in a position to support a light rail system, which can be built in the median while maintaining the landscaping, and can be built below grade to mitigate noise.

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In closing, I reiterate the following:

1. The Draft EIR has failed to adequately measure the environmental impact to residential streets from the removal of a lane of Wilshire Blvd. It assumes Santa Monica Blvd., between Wilshire Blvd. in Beverly Hills and the 405 freeway, will be the same as it is today, even though there is a \$68 million dollar development underway which will dramatically change Santa Monica Blvd., its traffic patterns, and those of the immediate study area of Wilshire Blvd.

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Westside Transit Corridor

2. The Wilshire Blvd. BRT with the removal of one traffic lane offers relatively little improvement in the number of people transported as compared to an improved and expanded Rapid Bus, including fare prepayment, articulated buses, improved signal priority and expansion to adjacent east-west arterial routes. However, the Draft EIR admits that there will be a considerable impact on residential traffic as a result of removing a lane from Wilshire Blvd. through Westwood. In some cases, including the busiest intersection of Wilshire and Westwood Blvds., mitigation is probably not possible according to the DEIR. The negatives of removing a lane along Wilshire far outweigh the positives.

3. An Exposition BRT or rail system, as the superior alternative, offers far more benefits than negatives. Exposition has 1/3 as many crossings, will not divert traffic into residential neighborhoods, and will provide a much greater increase in ridership. Further, since there is currently no public transportation route along Exposition Blvd., creating one will make this area much more attractive for the necessary growth in the Westside in years to come.

Due to the above, I strongly favor an Exposition Blvd. Rapid Transit system, preferably light rail, to extend west to the city of Santa Monica. I strongly oppose removing a lane from Wilshire Blvd. for any rapid transit system.

Very truly yours,


Joan Little

c.c. Zev Yaroslavsky, Jack Weiss



222)

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 Lloyd & Jean Grobman

Phone/Fax 310-475-2175

Address 2514 Kelton Ave.

City/State/Zip L.A., 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

) 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:

ALL (1)

As a resident of the area, I would like to urge your support for the Expo
Line traversing across Exposition. This new line would increase use of
public transportation, pulling cars off the road, and provide another option
for current users of transportation. I am car driver. I will use the light
rail system if this line is built. I urge your Yes vote to build this line.

} 1
} 2
} 3

Alicia Loncar
5260 1/2 Village Green
Los Angeles, CA 90016

From: Mid-City WestSide
Sent: Thursday, June 07, 2001 4:29 PM
To: 'Alicia Loncar'
Subject: RE:

Ms. Loncar:

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: Alicia Loncar [mailto:AliciaLoncar@seiu99.net]
Sent: Thursday, June 07, 2001 4:04 PM
To: MidCityWestside@mta.net; SecondDistrict@bos.co.la.ca.us;
FifthDistrict@bos.co.la.ca.us; don@bos.co.la.ca.us;



COMMENTS

PL(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.

I only support Alternative 1 - Transportation 1
 on Wilshire. The Expo line does not have
 activity centers to support rider-ship.
 Put transportation where needed & where
 there is proven rider-ship with business
 destinations! 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 Paul Lowy Phone/Fax 310-286-3072
 Address 9700 Cresta Drive
 City/State/Zip Los Angeles CA 90035

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: (310) 922-3060 E-Mail: MidCityWestside@mta.net

MAL(1)

1128 South Roxbury Drive
Los Angeles, CA 90035

I am an 88 year old great grandmother who is extremely concerned about the safety of the children who live along the Exposition right of way. I know preschoolers who play in a park along the route and unless the detour is taken the train will go almost through the Overland School attended by my great granddaughter as well as through the front yards in her neighborhood. Trains are not safe in residential neighborhoods and they would not help people who go to work if the Exposition route is used. The westside jobs are in Century City and Westwood. Trains also don't help seniors because of infrequent stops. They may also require huge parking areas in residential neighborhoods if the Exposition route is taken. This is certainly unwise. Marta Lowy

1
2
3
4
5

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Get personalized email addresses from Yahoo! Mail - only \$35 a year! <http://personal.mail.yahoo.com/>

MAL (1)

From: Mid-City WestSide
Sent: Tuesday, June 05, 2001 8:54 AM
To: 'Lowes Martha'
Subject: RE: No to Light Rail

Ms. Lowy:

Thank you for your comment on the Mid-City/Westside DEIS/EIR. We have logged your comment into the record and look forward to receiving the petition you described. Also, we were pleased to have heard from members of your association at the May 15th public hearing at the VA Hospital. They effectively expressed the views you expressed in your email.

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.

Again, we appreciate you taking the time to make us aware of the sentiments of your community, which are important to us.

Sincerely,
The Mid-City Westside Project Team

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

From: Lowes Martha [mailto:mloyey2001@yahoo.com]
Sent: Saturday, June 02, 2001 10:51 AM
To: MidCityWestside@mta.net
Subject: No to Light Rail

Martha Lowy

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
Cc: ed_luchetti@excite.com
Subject: Expo Light Rail

EDL(1)

Congratulations to the 5 newly elected members of the L.A. City Council. I hope that the vision, and commitment that got you through a succesful campaign will extend to helping Los Angeles get through its transportation system quagmire. Please fully support the Expo. Light Rail Line. I beleive that both the Venice to Sepulveda extension and the whole of the designated Exposition Blvd. thoroughfare (through Cheviot Hills) would be the best plans for L.A.'s transportation nightmare.

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

EDL (1)

From: Mid-City WestSide
Sent: Tuesday, June 19, 2001 10:22 AM
To: 'Ed Luchetti'
Subject: RE: Expo Light Rail

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: Ed Luchetti [mailto:Ed_Luchetti@excite.com]
Sent: Wednesday, June 13, 2001 12:58 PM

Dear Mr. Mieger -

SCANNED
IN RMC

ARL(1)

As long time residents of the Westside Village, we are appalled at your proposal to run the Light Rail System along Venice/Sepulveda Diversion.] 1

We support a Light-Rail system, but strongly oppose the Venice/Sepulveda Diversion.] 2
Traffic at the intersection of National Blvd and Sepulveda is very congested at the best of times but this proposal would be a disaster.] 3

Please help us protect our neighborhood.] 4

Arly + Roberta Luebke
3264 Greenfield Ave.
Los Angeles, CA 90034

FROM: BARRY MAITEN
P.O. BOX 35881
L.A., CA. 90035

I AM THE OWNER OF:
- 2500 S. SEAVUEVA BLVD. (SOUTH-PART CORNER OF EXPOSITION & SEAVUEVA)
- 11325 W. VENICE BLVD.
- 11329 W. VENICE BLVD.

TO: - MTA CHAIR SUPERVISOR YVONNE BRATHWATE BURKE (AND)
- SUPERVISOR ZEN YAROSLANSKY
KENNETH HAHN HALL OF ADMINISTRATION
500 W. TEMPLE ST.
L.A., CA. 90012
- FRIENDS 4 EXPO: FAX: 310-393-9810
- DAVID MIEGER: PROJECT MANAGER: MTA
ONE GATWAY PLAZA, MAIL STOP: 99-22-5
L.A., CA. 90012-2952

RE: DRAFT EIS/EIR, ISSUE # 8 & ISSUE # 9, MID-CITY/WESTSIDE ^{TRANSIT} CORRIDOR

① I WISH TO STATE MY STRONG OPPOSITION HAVING THE TRANSPORTATION ROUTE ALONG VENICE BLVD., AND SEAVUEVA BLVD. THE ROUTE NEEDS TO REMAIN AS IT WAS ALWAYS INTENDED TO BE: ALONG THE EXPOSITION RAIL LINE ROUTE WHICH IS ALREADY OWNED BY THE MTA. TO BYPASS THE EXISTING EXPOSITION ROUTE (THRU CHEVLOT HILLS & W.L.A.) IS A POOR CHOICE, AND WOULD CREATE OTHER PROBLEMS AND COST EXPENDITURES.

② I WOULD LIKE TO SEE "LIGHT RAIL" ONLY BEING USED, AND NOT A BUS. LIGHT RAIL IS THE ONLY METHOD TO USE.

SINCERELY, Barry Maiten



JM(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 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 JOHN W. MAYER Phone/Fax 310-446-0144
Address 10811 ESTHER 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) 365-6443 Fax: (213) 922-3060 E-Mail: MidCityWestside@mta.net

Ms. Manning:

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: Chris & Cathy Manning [mailto:chris.manning@worldnet.att.net]
Sent: Sunday, June 10, 2001 10:00 AM
To: midcitywestside@mta.net
Subject: MTA alternatives in WLA

CAM (1)

Dear Mr. Mieger,

I have been following the discussions regarding the MTA's various alternatives for mass transit through WLA. I am deeply concerned about two of the alternatives that are being considered. I believe that both Alternatives 2 & 3 (Wilshire BRT and either Exposition BRT or Exposition LRT) will have an extremely detrimental affect on my neighborhood.

My family & I live on Kelton Avenue, 1/2 block south of exposition and 2 blocks west of Westwood. We bought our house 3 years ago because the neighborhood was quiet and safe and we were beginning our family. Our neighborhood is composed of primarily single family homes, many with young families (our block alone has 10 children under age 4 and 2 more on the way). I strongly believe that either of the alternatives would change our neighborhood drastically. The traffic congestion down all the blocks in our neighborhood would increase and safety issues will occur. Our block now, has very traffic and the drivers that use our block are aware of all the small children. I know that would change. Also, my daughter and other children in our neighborhood will have to cross what will become a dangerous Exposition Blvd everyday to get to the local elementary school. All of these negative impacts I believe will cause many residents here to move, housing prices to fall and a general deterioration of the neighborhood.

Also, I don't believe that ridership in this area warrants spending the millions of dollars necessary to establish a mass transit system. I am a strong supporter of mass transit in proper areas. I believe that areas of high population concentrations are the areas to focus on. This would include MAJOR boulevards but not less populated areas of single family homes like those near Exposition Boulevard.

Thank you for reading this and I hope you support my view.

Cathy Manning
2665 Kelton Ave
Los Angeles, CA 90064

310-441-0971
chris.manning@worldnet.att.net

From: Mid-City WestSide
Sent: Monday, June 11, 2001 8:45 AM
To: 'AVOCATS@aol.com'
Subject: RE: Exposition Light Rail

Ms. Manning:

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: AVOCATS@aol.com [mailto:AVOCATS@aol.com]
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@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 Light Rail

MAM(1)

Please support the Exposition light rail plan. We cannot ignore this option in light of ever-increasing traffic!

]

Margaret Manning
3076 manning Ave
LA CA 90064

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: dany margolies [mailto:humor.me@gte.net]
Sent: Friday, June 15, 2001 3:43 PM
To: midcitywestside@mta.net
Subject: Exposition Light Rail proposal

DAM(1)

Dear Mr. Mieger:

I live one block from Exposition Boulevard near Sepulveda. I support "Alternative 1." I am certain you have done ridership studies and I know you know the arguments, pro and con.

I also know I travel north/south for the majority of my trips. I would probably never use any rail travel down Exposition. If I were to use an east/west corridor, I would prefer traveling to Wilshire, where there are destinations of use to me: Hollywood and Mid-Wilshire for work, northern Santa Monica for entertainment.

I have attended the meetings and read the literature on both sides. I wonder what businesses or other destinations people, especially the elderly, think they can access from light rail. The elderly need door-to-door servicing: What good is a shuttle that lets them off far from their destinations, and what improvement over cars is a shuttle that stops frequently along a busy street.

How do you plan to elevate the light rail over Exposition and Sawtelle, when the freeway overpass likewise crosses that intersection?

And other questions....

Dany Margolies

10960 Ayres Ave.

Los Angeles, CA 90064

1
2
3
4

1444

From: Mid-City WestSide
Sent: Tuesday, June 19, 2001 10:33 AM
To: 'dany margolies'
Subject: RE: Exposition Light Rail proposal

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

We have logged your comment into the record.

JUN 15 2001

ROBERTA MARK
10601 Wilshire Boulevard, #501
Los Angeles, CA 90024

RM (1)

June 11, 2001

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, emergency 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,

Roberta Mark

METRO RAPID BUS/ BUS RAPID TRANSIT

WM (1)

FACTS

1. Started June/July 2000. Designed to be an 18-month program.
2. 80,000 boards/day on Wilshire Boulevard – up 27%...according to MTA.
3. Bottleneck problems in Westwood and Beverly Hills. 2½-minute headway during peak hours – practical maximum as traffic signals cannot recover in shorter frequency.
4. MTA Goal - need to have larger buses to grow the ridership. Compressed natural gas buses are currently built for 40-foot buses only...nothing larger.
5. If built, the BRT bus system would behave as follows:
 - LA - East of Wilshire Center: Metro Rapid Bus
 - LA - West of Oxford to San Vicente: BRT
 - BH: Metro Rapid Bus or local - lacks signal priority and vehicle location
 - WLA: Metro Rapid Bus or local
 - SM: Metro Rapid Bus or local - lacks signal priority and vehicle location
6. Goals for Metro Rapid Bus
 - Better bus scheduling
 - Supported by dedicated line supervisors
 - Zero tolerance of vehicle defacement
 - Enhanced station maintenance and cleaning
 - Reach both existing and new riders
 - Position Rapid Bus as an extension of rail service
 - Improve service reliability and quality
 - Reduce patron travel times by 15%-25%
 - Reduce bus bunching
 - Improve vehicle cleanliness
 - Improve passenger wait experience at stops

METRO RAPID BUS/ BUS RAPID TRANSIT

SUGGESTION

- Do not support the implementation of the Bus Rapid Transit (BRT) system as proposed by MTA. It has been close to one year since the inception of the Metro Rapid Bus (MRB). Many of its original goals have yet to be achieved or implemented. Give more time and financial energy to the MRB system to fully determine the incremental benefit if a BRT system was created as proposed by the MTA. It is premature to develop a meaningful dialog between these two alternative bus systems at this time. 1-4
- Eliminate all local MTA buses (white/yellow/black) from Wilshire west of Oxford Street in Wilshire Center through Santa Monica. One inconsistency with the BRT and MRB systems is that they share the same travel lane with local buses. Congestion results and less than advantageous transportation goals are realized. 5-6
- Create a MTA local trolley bus that circulates in specific zones between the Metro Rapid Bus stations. For instance, use these local trolleys to travel between La Brea and Fairfax and north to 3rd Street and south to Olympic Boulevard to get people to specific destinations from Metro Rapid Bus stations. 7
- Due to the lack of participation and system coordination while in the Beverly Hills City limits, these Rapid Metro Buses act as local buses with frequent stops. 8
- Due to the lack of participation and system coordination while in the Santa Monica as well as the fact that this city provides it own 'Big Blue' local service, these Rapid Metro Buses act as local buses with frequent stops. 9
- Eliminating the MTA's local bus is one less bus in congestion, reduces pollution and promotes better travel times for the Metro Rapid Bus. 10
- As a test, consider using the curb lane designation during the peak hours of the day, 7-9am and 4-6pm as exclusive travel lanes for these MRB buses. 11

NOTEABLE QUOTE

Mayor Richard Riordan, January 2000, "...better bus service means viable alternatives to driving and attendant traffic snarls, while improving access to jobs and other opportunities throughout Los Angeles for those who rely on public transportation and that is good for the whole region." 12

JUN 15 2001

June 13, 2001

SCANNED
IN RMC

WYM(1)

Dear Mr. Mieger,

As a resident and homeowner in the neighborhood known as Westside Village, I am writing to inform you that my husband and I are vehemently opposed to the diversion of the proposed Westside Light - Rail System from Exposition Blvd. to Venice and Sepulveda Blvds. It was my impression that a route already existed along Exposition Blvd., and that it was being diverted, at great expense and inconvenience, to placate the wishes of the wealthy neighborhood of Cheviot Hills. Although I am in support of building a light rail system, the proposed diversion is grossly unfair and unacceptable to us.

1
2
3

Thank you for your attention.

Wynn Marlow

Wynn and Robert Marlow
3247 Malcolm Ave.
Los Angeles, CA 90034



CEDARS-SINAI MEDICAL CENTER.
Hepatology and Hepatobiliary Surgery Programs

MTR

PM(1)

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,

Paul Martin, M.D.
Medical Director, Liver Transplant Program
Cedars-Sinai Medical Center
Professor of Medicine, UCLA

PM:jmg

8635 W. Third St., Suite 590W ■ Los Angeles, CA 90048
Office (800) 303-6235 or (310) 423-2641 ■ Fax (310) 423-0234
E-mail liver@csmc.edu and kidney@csmc.edu ■ www.cedars-sinai.edu

SCANNED
IN RMC



LOS ANGELES, CALIFORNIA 90012
(213) 847-2489

OFFICE OF THE MAYOR

RICHARD J. RIORDAN
MAYOR

May 22, 2001

CR -05-0358-CR
GENERAL COMMENTS

Paul Martin
Cedars- Sinai Medical Center
8635 W. Third Street
Suite 590 W
Los Angeles, CA 90048

Dear Mr. Martin:

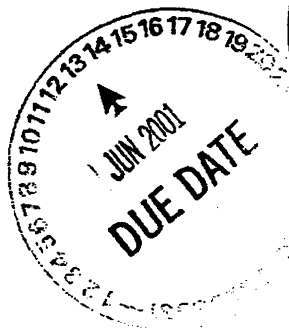
Thank you for your letter to the City of Los Angeles Mayor's Office regarding the Light Rail System. Among the top priorities of Mayor Richard Riordan's Administration is to make Los Angeles a better place to work and live. To attain these goals, government must be accountable to the public that it serves. 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:

M.T.A.
One Gateway Plaza
Los Angeles, CA 90012-2932
(213) 922-7015

Thank you again for contacting the Mayor's Office.

Sincerely,

Maria Bouchereau
Maria Bouchereau
Constituent Services
Office of the Mayor



May 30, 2001

Paul Martin, M.D.
Cedars-Sinai Medical Center
8635 West Third Street, Suite 590W
Los Angeles, CA 90048

Dear Dr. Martin:

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-05-0358-CR



REMCI

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 obvious and undiscovered answer for public transportation is by monorail. It is fast, quiet (no whistle), and can be built over existing paths of travel.

} 1

Suggested (downtown is dirty, high priced, if available parking, and of no interest to me of a place to go; try learning needed routes of travel.

} 2

Regarding the Exposition ROW, if not employed as a path for travel in some manner will sell for housing, probably townhouses.

} 3

This vast input by all is lovely; however, it is my belief that MTA will decide and do what it chooses.

} 4

Reuben Martin
11015 Exposition Blvd.
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 90012
(310) 366-6443 Fax: (213) 922-3060 E-Mail: MidCityWestside@mta.net



SCANNED
 IN RMC

DM(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.

Dean Mr. Mieger, 21 May 01

I've been to the meetings since the blue line was going in.] 1

After listening to everybody, experts and lay people discuss all aspects of rail and busser. I lean toward a comprehensive bus system.] 2

I feel any kind of rail is like building the Maginot Line all over again. It's going to be very expensive to build a rail line and buy trains and you can't move it if demographics change. Figure in stations and parking lots and you have a fiscal and demographic nightmare.] 3

I vote no on any light rail moving west of downtown. You strictly stay MTA.] 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 Doug Mayer Phone 310-474-6858
 Address 11010 Aynes Ave
 City/State/Zip LA, CA, 90064

L
 Bonne Burtie
 Richard Riordan
 Zou Yaroslavsky

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

SCANNED
IN RMC

JAM (1)

TO: David Mieger, Project Manager
Los Angeles County MTA, One Gateway Plaza
Mail Stop 99-22-5, Los Angeles, CA. 90012

May 23, 2001

FR: Jackie McCain
4135 LaFayette Pl.
Culver City, CA. 90232

RE: Mid-City/Westside Transit Corridor DEIS/EIR

Culver City's General Plan supports the expansion of public transportation in the ROW, however not at the expense of our "Quality of Life". The Thomas Guide clearly shows the Expo Line from Jefferson Blvd. to Pico, the route that clearly should be taken.

1

Not one of your Alternatives covers the concerns of Culver City, in my opinion. The need to protect the following:

1. The McManus and Lucerne-Higuera neighborhoods.
2. The Echo Horizon School on McManus Avenue
3. The Child Day Care School in Syd Kronenthal Park
4. The Willows School on Higuera Street in the Hayden Tract
5. The Turning Point School on National Boulevard and Wesley Avenue
6. The Syd Kronenthal Park

2

The Syd Kronenthal Park is located at the end of three residential streets and can be seen from National Boulevard. When police are patrolling National the park is visible to them. Your eight or twelve foot wall would take away that security.

3

The use of Light Rail (LRT) going over LaBallona Creek from Jefferson Boulevard and then going underground to Venice Boulevard is the only way to protect both sides of National Boulevard. The subway tunnel length is slightly more than the estimated length of the Exposition tunnel, however in this situation you are preserving the quality of life of two large sensitive areas of Culver City. When you eliminate the cost of the wall and other mitigating factors the cost should not be much more than your estimate of 120 million for the Exposition tunnel at Figueroa and Vermont.

4

Venice and Washington Boulevards do not join or cross but run parallel and you continue to write Venice/Washington. When you come to Venice Boulevard you detour from your line to proceed down Venice Boulevard and to turn north on Sepulveda Boulevard. The removal of traffic lanes will cause the traffic to use Culver and Washington Boulevards in the heart of our downtown. Sepulveda and Venice intersection provides access to the 405 Freeway. You offer no mitigation and no Overriding Considerations.

5

In addition Culver City has a bus line that runs from LAX to UCLA on Sepulveda Boulevard. Your BRT or LRT on this Boulevard will disrupt the schedule and the use of this line. Again, you have no mitigating factors.

6

continued

MID-CITY/WESTSIDE TRANSIT CORRIDOR (DEIS/EIR)

Construction needs to be thoroughly addressed; hours of operation, routes for construction trucks, how current traffic is handled and the noise. Mitigating factors must be addressed.] 7

In my opinion, Culver City is being treated as a stepchild when the Exposition route does not use the former railroad right-of-way in the Cheviot Hills/Rancho Park area between Venice Boulevard and Sepulveda Boulevard. The MTA Board, apparently does not consider a "livable community" is necessary for the numerous business and residential sections along Venice Boulevard, Sepulveda Boulevard and the Washington/Culver sections of Culver City.] 8

Thank you for the opportunity to respond to the Executive Summary of the Draft EIS/EIR.] 9

Sincerely,



Jackie McCain
310/838-6941

Copy:

Mayor Wolkowitz and Members of the City Council
Mark Winogrand, Chief Administrative Officer
Marsha Rood, Community Development Director
Stephen Cunningham, Transportation Director
Max Paetzoid, Traffic Manager
Jim Davis, Public Works Director
Carol Delay, City Planner
East Culver City Neighborhood Alliance
Culver City Downtown Business Association
Culver City Homeowner's Association

LMCL(1) 2462 Veteran Ave.,
Los Angeles, CA 90034

To
Mr. Mizer,

June 4, 2000

SCANNED
IN RMC

We are very concerned regarding the information we have received that the construction of a Light-Rail System for the Westside is now being considered. We are totally opposed to this project as are all of our neighbors since it would greatly interrupt our quiet, serene neighborhood.

We are pleading with you to please reconsider the problems it would cause in our neighborhood.

Sincerely,
Liam + Nancy McCarthy

GM(1)

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
} 3

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.

} 4
} 5

Do not ruin our neighborhood. Please find another route.

} 6

Regards,
Homeowner
George McCutcheon
10860 Kingsland Street
Los Angeles, CA 90034



PAM(G)

Patrick McHugh
1672 1/2 Greenfield Ave
Los Angeles, CA 90025

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

May 22, 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 would provide many benefits for me; put it in my back yard please. Public transit would offer me increased opportunities of where to live, as housing close to my office becomes increasingly expensive. It would also make it easier for me to have access to the new resources downtown, such as Sci-Arc, MOCA, and Disney Hall. Taking light rail to work would save me the hassle of finding a place to park when I get to work. 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. Taking the train to work would be less stressful than driving, and would allow me to get some reading done.

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

I would personally use the Exposition LRT in the following ways:

1. *I could ride my bicycle from my house in Westwood and take the LRT to my office at Olympic and Stewart in Santa Monica.*
2. *When at work, I could very easily use the LRT to go from my office in Santa Monica to my weekly meetings at the Regional Planning Department, in downtown LA..*

4

From: Bill Mead [mailto:billmead@mediaone.net]
Sent: Sunday, June 10, 2001 7:36 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 on Exposition

BILM(1)

Sirs:

I support light rail on the Exposition corridor. It is long overdue.
Please support this project.

] 1

Bill Mead

(Home)
11921 Windward Ave.
Los Angeles, CA 90066
Phone: 310-397-6631
Cell: 310-345-8142
Billmead@mediaone.net

From: Mid-City WestSide
Sent: Monday, June 11, 2001 8:42 AM
To: 'Bill Mead'
Subject: RE: Light rail on Exposition

Mr. Mead:

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-----

August 14, 2001

Dear Mr. Mieger:

LOM (1)

I am writing to you this morning to inform you that I am strongly apposed to the Rapid Transit bus lanes along the Wilshire Corridor. I am a Real Estate agent with Nelson Shelton in Beverly Hills.

1

I am sure I don't have to tell you how this would impact the property values on the Wilshire Corridor. I don't believe it would stop there either. I think all the bordering residences including Beverly Hills and Westwood will be adversely affected. Wilshire Blvd. is the conduit to the 405 freeway. The traffic is so heavily congested all along the Wilshire Corridor and to the East, eliminating a lane for these few buses seems quite inappropriate.

2

3

I am sure that if this program is continued you will not only have strong opposition from the residents on the Corridor but all areas that have to use the 405 freeway every morning and evening to get to work and back home. As it is now there are not enough lanes to support the congestion as it is now.

4

On another aspect... health. I moved to the Wishire Corridor from Newport Beach 10 years ago. The extent of pollution is quite alarming. Glass tables within a day are covered with black dust. Whether from this or not I don't really know but I also contacted lung cancer. Thank G-d it was caught in time. I live a very healthy life and do not smoke. I can only imagine that this pollution that is on my coffee tables is also on my lungs.

5

Of course there is the danger factor. A lane in the middle of Wilshire Corridor... how on earth do you propose easy and safe access? Not to mention the impatience of people brewing when

6

they have to stop, slow down and thus doing causing even more pollution, tempers flying and more danger!

Every avenue of thought expressed by the residents sees absolutely no benefit from this all around ridiculous and futile plan.

Please, for the sake of health, wealth and well being put an end to this and fill your time with a better more practical solution.

Thank you in anticipation,

Loretta Meraj

310 474-5266

ROM(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.

We FAVOR light rail,]¹ oppose the dogleg diversion,]² and oppose the BRT option.]³

The Exposition right-of-way is the logical, inexpensive route. (Use the savings, over the cost of the diversion,]⁴ for mitigation along the Exposition Blvd. Route.)

The dogleg diversion is unnecessarily expensive, chews up Venice and Sepulveda Blvds, and eliminates too]⁵ many parking places.

The BRT does not provide the capacity of light rail.]⁶

DO NOT LISTEN to the Cheviot Hills group just because they are loud. There are a few (~15) houses at 105xx]⁷ and 106xx Northvale, near Overland Ave., who will be impacted. Listen to them, and NOT to the many others who are NOT impacted by the line along the right-of-way.

Robert and Cynthia Mercer
3270 Ellenda Ave.
Los Angeles 90034
'0-837-5648
arcer@lafn.org

(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 90072
(310) 366-6443 Fax: (213) 922-3060 E-Mail: MidCityWestside@mta.net

COMMENTS
Page 735

MME(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 DEIS/DEIR should include an alternative which features a LRT system in the EXPO right of way and a continuation of improved Bus service on Wilshire without an imposition of the BRT. The Draft should also provide an analysis of the traffic that would be diverted through neighborhood streets such as Comstock, Club View, Devon, Beverly Glen, Holmby, Warner, etc., north and south to avoid thye additional congestion the BRT would create west of Club View. The Draft should also take the Santa Monica Blvd. Transit Parkway into account when it asserts that an LRT EXPO would "supplant" Wilshire as a transit corridor.

1
2
3

Ultimately, Wilshire could be a subway corridor, in say 2020. But over the near-term, the publicly-owned EXPO corridor should be put to maximum use with the highest capacity service available today, which is LRT, not buses.

4

Mike METCALFE
1421 Pandora Ave.
Los Angeles, CA 90024.

(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

MAY 23 2001

SCANNED
IN RMC

May , 2001

HM(1)

David Mieger, Project Manager
Los Angeles County MTA
One Gateway Plaza
Mall Stop 99-22-5
Los Angeles, California 90012

In re: Draft Environmental Impact Statement, Mid-City/Westside Transit Corridor

Dear Mr. Mieger:

I am a member of the West Los Angeles Japanese American Citizens League Auxillary. Our organization has been active in this community for over 40 years.

The issue of the proposed Exposition Light Rail Segment in the Sepulveda/Pico/Exposition area is of great concern to me. This area is tremendously impacted with heavy traffic and this alternative to the proposed project will create more traffic delays, noise, vibration, safety problems, and destroy the residential/pedestrian/community orientation of this area.

This Alternative 3 will also cost \$1.0 billion (Wilshire Bus Rapid Transit plus Exposition Light Rail Transit) vs. \$654 million for Alternative 2 (Wilshire BRT plus Exposition BRT)-- almost twice as much!

I urge LA County MTA to drop Alternative 3 (Wilshire BRT + Expo LRT) from the proposed project.

Sincerely,

HIDEKO MOCHIZUKI
Hideko Mochizuki
2829 TILDEN AVE
LOS ANGELES, CA
90064

1
2
3
4



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.

5-30-2001

TO WHOM IT MAY CONCERN, REGARDING PROJECT ALTERNATIVE 3. MY NAME IS DOUGLAS MONTGOMERY AND I LIVE AT 2557 TILDEN AVE LA 90064. I HAVE LIVED AT THIS ADDRESS SINCE 1978. I AM TOTALLY AGAINST ALTERNATIVE 3. THIS AREA IS ALREADY APPROACHING A GRID LOCK SITUATION DURING MORNING, NOONTIME AND EVENING TRAFFIC RUSH. A LIGHT TRANSIT RAIL SYSTEM WOULD GUARANTEE A TOTAL GRIDLOCK BOTH DURING CONSTRUCTION AND AFTER. I HAVE WITNESSED THE LIGHT TRANSIT RAIL SYSTEM IN DOWNTOWN L.A., IT IS VERY NOISY, CAUSES TRAFFIC CONGESTION. THE LIGHT TRANSIT RAIL SYSTEM IS ONLY SUITABLE IN INDUSTRIAL ZONES AND AREAS NOT IN QUIET RESIDENTIAL AREAS. I CHOSE TO LIVE IN THIS SMALL QUIET NEIGHBORHOOD 23 YEARS AGO AND RAISE A FAMILY. I DON'T WANT TO LISTEN TO BELLS, HORN WHISTLES GOING OFF AT INTERSECTIONS NEAR ME AT ALL TIMES DURING THE DAY + NIGHT, NOR DO I WANT TO DEAL WITH

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

(OVER)

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

Name DOUGLAS MONTGOMERY Phone 310 4731953
 Address 2557 TILDEN AVE
 City/State/Zip LA CA 90064



CM(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,

Strongly oppose any transportation on Sepulveda Blvd and Exposition Blvd.
No kidnaping on Exposition.

(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 Belia Montoya Phone/Fax 310-479-8193

Address 11252 Pearl St.

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

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.] 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 Eddie Monarr Phone/Fax (310) 473-3734
 Address 11234 Pickford st.
 City/State/Zip 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

JUN 11 2001

SCANNED
IN RMC

Jess S. Morgan & Company, Inc.
5750 Wilshire Boulevard
Suite 590
Los Angeles, CA 90036-3697

Telephone (323) 634-2400
Fax (323) 937-6532



Wallace D. Franson
Jess S. Morgan

Writer's direct dial number.

JEM(1)

June 5, 2001

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


Dear Mr. Mieger:

My wife and I are residents of Wilshire House--10601 Wilshire Blvd. We strongly object to the MTA Exploration for Wilshire Corridor and the use of Wilshire Boulevard for the MTA expansion. The costs and risks are disproportionate relative to other alternatives.

}
2

Very truly yours,


JESS S. MORGAN


PALMA S. MORGAN

JSM:mah



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

CRM(i)

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

Christine Morioka
CHRISTINE MORIOKA

(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 CRAIG MORIOKA / CHRISTINE MORIOKA Phone/Fax 310 470-5011

Address 2954 MILITARY AVE.

City/State/Zip LOS ANGELES, CA 90064

Christine Morioka

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 12 2001

SCANNED
IN RMC

SM(1)

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

Attention: David Mieger

Re: Proposed Expo Light Rail Diversion

Dear Mr. Mieger:

As a property owner in Westside Village, I wish to express my objection to the proposed light rail diversion along Venice and Sepulveda Blvds.

] 1

Traffic on Kelton Avenue between Venice and Pico Boulevards has increased dramatically in the past two years. As the 405 and 10 freeways become increasing congested, traffic seeks other routes and drivers are using Kelton Avenue as an alternative through street route at dangerously fast speeds.

] 2

The addition of the light rail during its time of construction and subsequent use adding to the congestion on Sepulveda Boulevard will further add to the traffic on this once quiet, rural-like residential street creating a dangerous hazard where there are no sidewalks.

] 3

Many other question arise. Is this the most economical and best use of taxpayer money? Wouldn't the original direct route be more cost efficient? What provisions are there for Northbound and Southbound travelers? What bus routes would be eliminated? It appears that there would be two east/westbound rapid transit systems but no north/southbound. How does this really serve the residents and/or area workers?

] 4
] 5

It would appear that it is a badly flawed transportation system.

] 6

Reconsider and present a plan that would adequately serve the needs of the west side without devastating residential areas.

] 7

Very truly yours,

Selma Morris
3215 Kelton Ave.
Los Angeles, CA 90034



MAY 21 2001

SCANNED
IN RMC

WIM(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.

Metro Transit Authority/Westside Transit Corridor Project

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

} 1

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

} 2
} 3

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

} 4

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.

} 5

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

} 6

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

} 7

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 a consideration of the above information in the early stages of this plan.

} 8

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

Name MR & MRS. WILLIAM MORRIS Phone/Fax _____

Address 10790 WILSHIRE BLVD, #1004

City/State/Zip LOS ANGELES, CA 90024

Mail sheet by Friday, June 15, 2001 to:
MTA, ATTN: David Mieger, One Gateway Plaza, Mail Stop 99-22-5, Los Angeles, CA 90012

From: Mid-City WestSide
Sent: Monday, June 11, 2001 8:48 AM
To: 'AWMortell@aol.com'
Subject: RE: Light Rail

Mr. Mortell:

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: AWMortell@aol.com [mailto:AWMortell@aol.com]
Sent: Sunday, June 10, 2001 9:36 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@pcmagic.net; froberts@cityoflancaSterca.org; BeAPro@aol.com;
pam-occonnor@santa-monica.org; Friends4Expo@aol.com
Subject: Light Rail

ARM (1)

Please support the Expo - Light Rail... we are desperate for Traffic Relief here on the Westside!

Arthur Mortell

LAM(1)

MOSKOWITZ/STRICK
3050 Greenfield Avenue
Los Angeles, CA. 90034
(310) 477-1850

June 4, 2001

Mr. David Meiger
L.A. County MTA
1 Gateway Plaza
Mailstop 99-22-5
Los Angeles, CA. 90012

Dear Mr. Meiger,

We are extremely distressed to learn that the Venice Sepulveda Diversion for the Light Rail System is not only still under consideration, but seems to be moving forward.

} 1

As homeowners in the area that would be directly impacted by this route, we strongly urge you and the MTA to seriously reconsider what we feel could be a disastrous situation for our neighborhood.

} 2

While we strongly support the Light Rail system, the idea of Sepulveda Blvd. being impacted in any way, for any type of construction, seems a plan not well considered. Do you not all realize that Sepulveda is the main alternative route for any problems that arise on the 405 Freeway, from the Sepulveda Pass through to the airport? Any disruption in the already highly congested traffic flow along Sepulveda, would mean tremendous amounts of spillover traffic onto our residential streets; streets that are not in any way equipped to handle the increase in traffic.

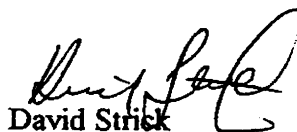
} 3

We strongly urge you and your agency to reconsider this nightmarish, short-sighted planning; which will do nothing but destroy a major north/south thoroughfare, and channel traffic onto our small, narrow, residential streets in ways that would both be unwise and unsafe.

} 4

Sincerely,


Laura Moskowitz


David Strick



AM(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 member of the Westside Village Civic Association and am a homeowner in the Westside Village area (I am a professor at Cal Poly Pomona).

Along with other members of the Association, I support light rail but not the diversion along Venice and Sepulveda. The MTA already has an effective rail corridor along Exposition - a corridor far superior in terms of cost and traffic and parking impacts in an already highly congested area (see Venice/Sepulveda). Why increase this congestion when an already effective route is available?

Andrew Moss

(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 ANDREW MOSS Phone/Fax 310-445-9391
Address 3243 Greenfield Ave
City/State/Zip LA, CA 90034

MAY 11 2001

6106 Reno Ave
Tempe City, Calif. 91780-1532

May 9, 2001

CMOC

David Meeger, Project Manager:

I am writing this letter in support of the use of light rail on the proposed Expo line from Los Angeles to Santa Monica.

The Bus rapid transit on the Harbor Freeway carries only 4000 passengers a day compared with 55,000 a day on the Blue Lin.

Having covered thousands of miles on bus and rail I speak with experience on the slow loading and unloading of buses compared to step on step off on light rail.

The people living in East Los Angeles now have newer buses - but still traveling at twice walking speed.

Yours, Charles Mountain

1
2
3
4

MOWL(1)

fasanajr@pcmagic.net; froberts@cityoflancasterca.org; BeAPro@aol.com;
pam-oconnor@santa-monica.org; Friends4Expo@aol.com
Subject: WE NEED THE LIGHT RAIL

Dear Sirs:

We are in desperate need of decent transportation here on the westside. If
the transportation was more feasible I wouldn't drive as much. I remember
when I was a kid living on the West side and how they had the trolley car
going all over--it was not only efficient but also did not cause any
pollution. Let's face it--buses do ignite a lot of fumes.

Thank you

mowlby@aol.com

MOWL(1)

From: Mid-City WestSide
Sent: Tuesday, June 05, 2001 8:58 AM
To: 'Mwolby@aol.com'
Subject: RE: WE NEED THE LIGHT RAIL

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: Mwolby@aol.com [mailto:Mwolby@aol.com]
Sent: Monday, June 04, 2001 3:56 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;

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BMG

15 June 2001

To: MTA Boaed of Directors

As longtime residents of Rancho Park who will be adversely affected especially by Alternative 3, but also by the even closer proximity by Allt. 2, my wife and I strongly recommend Alt 1. As taxpayers, Alt 3 seems to do so very little for the huge cost which will be involved. We dread the added noise, increased gridlocking of traffic and the general trashing of this neighborhood associated with Alt 3. The increased traffic on our residential streets either side of Sepulveda is an especially grim prospect, also the trash associated with parking areas. We strongly recommend Alt 1, at least for the present -- give it a chance and then consider additional more cost effective solutions when and if they are deemed necessary.

Sincerely,

Bill & Bette Moynier

Bill/Bette Moynier



Bill & Bette Moynier
2701 Malcolm Ave.
Los Angeles, CA 90064

Mr. Muradian:

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: Michael Muradian [mailto:mgmuradian@earthlink.net]
Sent: Sunday, June 10, 2001 9:12 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; fasar.jr@pcmagic.net;
froberts@cityoflancasterca.org; BeAPro@aol.com; pam-oconnor@santa-monica.org;
friends4expo@aol.com
Subject: Light Rail

MM(1)

The fact that there is actually a discussion as to whether or not install a train system in the most traffic heavy city in the country is incredible. Or that buses are a viable option. Do you really believe that? I am outraged that Cheviot Hills is getting preferential treatment. Most of those residents will be too old to drive by the time the trains are running. The objections to light rail are shallow at best. Noise, danger, inconvenience.

1

I can hear the 10 freeway from my house near Pico ave. No light rail is going to be as loud. Now that you are allowing more Lear jets to land at Santa Monica airport, that is where the focus of noise pollution should be directed. Caused by something that only serves a privileged few. Light rail will serve millions.

2

Those who like to drive should support light rail so that it will free up the roads for them. The pollution will be decreased by those old oil burning vehicles driven by the hard working low-income population.

3

I am a homeowner in Rancho Park . I have very expensive cars and love to drive them. But I also would take the train whenever possible. A bus would not get me out of my car. I grew up around trains all my life. The danger issue is ridiculous. There is a greater chance of being hit by a Suburban driven by a soccer mom on a cell phone than a train. The objections are merit less.

4
5
6

Please consider this one point. A rail system will be put in Los Angeles eventually. Why not make it happen on your watch. Bring this city into the 21st Century.

7

--- Michael Muradian
--- mgmuradian@earthlink.net
--- EarthLink: It's your Internet.

From: Mid-City WestSide
Sent: Monday, June 11, 2001 8:46 AM
To: 'mgmuradian@earthlink.net'
Subject: RE: Light Rail

MIM(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 curious to learn why the topic of increased property values is not promoted more. In every city in most every country, having trains nearby is always a positive, not a negative. With the modern quiet trains of today, they are even more attractive.

Buses cannot move as many people as trains and would be more expensive in the longer term. More pollution, slower, noisier. I promote light rail. Especially through my neighborhood of Rancho Park.

Michael Muradian
10716 Ayres AV
Rancho Park, 90064
310.358.3399

(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
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Akiko & Silvio Muraglia
3121 Midvale Ave. Los Angeles, CA. 90034

JUN 15 2001

June 6, 2001

SIM(1)

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

Re: Proposed Venice/Sepulveda Diversion

Dear Mr. Mieger:

I have been a resident of Westside Village since 1988.

I just recently heard of the MTA plan to divert the Light-Rail system from its planned route along Exposition Boulevard to Sepulveda Boulevard.

While I applaud and support the MTA plan to build a Light-Rail system I am vehemently opposed to its Venice/Sepulveda Diversion.

I am outraged that consideration is being given to spending a substantial amount of Tax Payers money on diverting the Light Rail from what is a natural, pre-disposed and already existing route along Exposition (the revitalization of an existing line with little or no adverse consequences) to an unnatural detour that would have to be built anew creating severe disruption for many neighborhoods in the area.

It seems clear that the Venice/Sepulveda Diversion would not only increase significantly the cost of building the Light-Rail system but also cause a disservice to its passengers, the traffic along that important Sepulveda Blvd. corridor and great discomfort to the area's many neighborhoods.

I urge the MTA to reconsider the Venice/Sepulveda Diversion which seems illogical senseless and expensive and return to its rational planned route along Exposition Blvd.

Sincerely,

Silvio Muraglia

} 1
} 2
} 3
} 4
} 5
} 6

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: joan myers [mailto:myers@rand.org]

Sent: Thursday, June 14, 2001 11:31 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;

JOM(1)

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: MTA Expo Line

I am a Koreatown resident who commutes daily to Santa Monica on the 10 Parking Lot...excuse me...freeway. As you are no doubt aware, the junction of the 10 and the 405 has the dubious distinction of being the single most congested freeway intersection in the world. Proud as I am of that achievement, I am willing to pass this torch on to some other, more deserving city. (I suggest San Francisco.)

1

Increasing the amount of busses is not a good solution. Said busses will just be sitting in the same traffic snarl as the rest of us and adding to the already beige air. Light rail is the only sensible answer.

2
3

I might also add that, since my home is between two red line stops, I almost NEVER use my car on the weekends. I use the train for most of my errands, I use it for the Music Center, the Riordan Library, and for shopping downtown and in Hollywood; and soon I can use it to go to Old Town Pasadena. (In fact, I do much more shopping downtown than ever before, since it is so easy to get there.) Fortuitously, almost every friend I have is within walking distance of a Metro station. I'm hoping to purchase a home within the next year or so and I have every intention of buying in an area served by one of the train lines. I am a true city dweller--if it ain't on the train line, I don't go there. I know I am not the only person in my area who feels this way; surely there must be an economic incentive involved here!

4

I urge you to do all you can to support the Expo Light Rail Line. Let's bring Los Angeles into the 21st Century.

5

Joan Myers
RAND
1700 Main Street
P.O. Box 2138

Phone: 310-393-0411 Ext. 6757
FAX: 310-260-8069
myers@rand.org

JOM(1)

From: Mid-City WestSide
Sent: Tuesday, June 19, 2001 10:26 AM
To: 'joan myers'
Subject: RE: MTA Expo Line

Ms. Myers:

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

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