

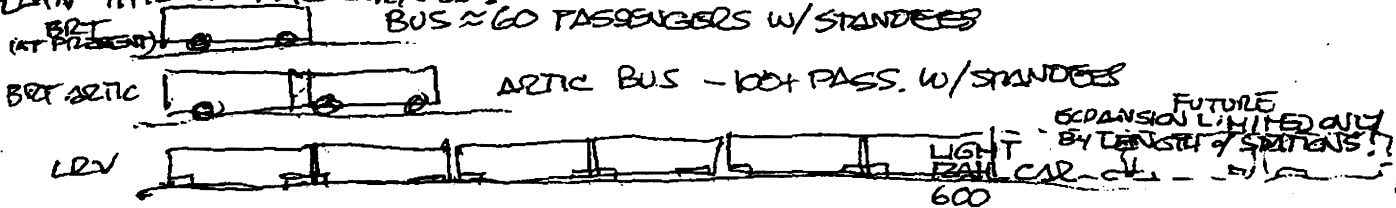


JUL (1)

# 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.

1) FOR THE RIDICULOUS COST PER MILE TO CONSTRUCT WILSHIRE AS A BUS WAY, FOR THE INFLEXIBLE CAPACITY OF RAPID BUS ON THE MOST DENSE EXISTING CORRIDOR IN L.A. COUNTY (EVEN IF USING 100-PASSENGER ARTICS), WHY AREN'T YOU CONSIDERING LIGHT RAIL ON WILSHIRE? I ASK YOU TO EXPLAIN THIS IN THE EIR/EIS!



I KNOW THE ANSWER - IT'S BECAUSE YOU'VE MADE A POLITICAL DECISION, NOT ONE BASED ON ADVANCED TRANSIT SCIENCE, OR FORWARD-LOOKING PLANNING. BUT WHY NOT DO THIS: BUILD WILSHIRE IN BRT - USE THE CENTER MEDIAN & MINIMAL INVASION INTO THE LANDSCAPING THE WILSHIRE MERCHANTS ADDRESS AND BUILD EXPO IN LIGHT RAIL TO SANTA MONICA PIER - NOT SOME 1/2-WAY POINT. EVEN THO WILSHIRE HAS THE ADVANTAGE, PASSENGERWISE, INITIAL ALL BUT THE RIDERSHIP TO THE WESTSIDE ON BOTH LINES - FOR THE 1ST YR, THE 2ND, THE 3RD, ETC.

I'LL BET YOU, THE EXPO LINE RIDERSHIP WILL SURPASS THE WILSHIRE CORRIDOR ALMOST IMMEDIATELY. AND YOU'LL KNOW IF LRT OR BRT IS THE BETTER OPTION FOR THE NEXT 10 YEARS. AND BUILD EXPO LRT FOR \$21 MILL/MILE - LIKE THE BLUE LINE OR 19.9 MILL/MILE LIKE MANY MORE IS GRANT, CORRUPTION, + WASTE.

PLEASE INCLUDE THE ATTACHED EDITORIAL FROM THE LATEST TRAINS MAGAZINE. EVEN RAIL ADVOCATES ARE SURPRISED BY LRT'S SUCCESS...

FIND THE MONEY - BUILD EXPO IN LRT TO SANTA MONICA PIER NOW.

THANKS FOR YOUR CONSIDERATION -

(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.

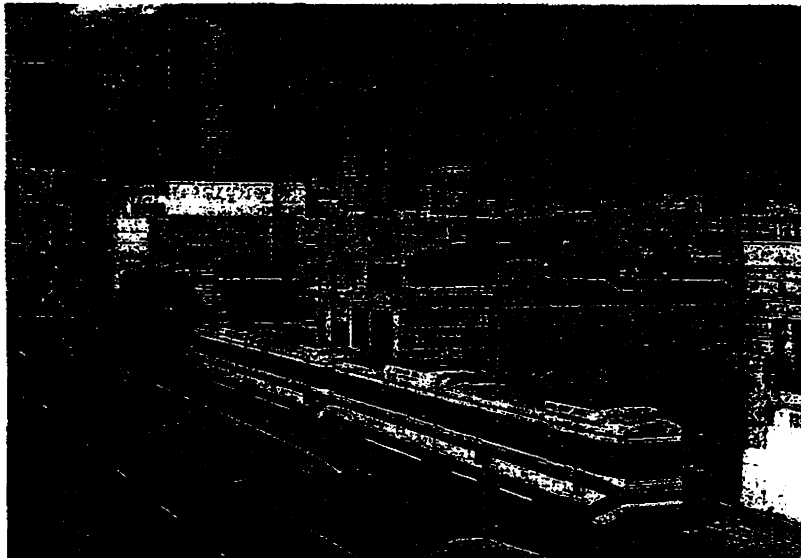
Name JOHN ULLOTH Phone/Fax (818) 380-1752

Address 10609 COLUMBUS AVENUE

City/State/Zip MISSION HILLS/CA/91345

FROM THE EDITORS

# City Rail: its time has come



JIM SPEAKER

Addicted to automobiles? Western cities like Los Angeles can't build transit fast enough.

**T**HIS FISCAL YEAR, Congress appropriated \$6.3 billion for transit, the majority for steel wheels on steel rails. The Class 1 railroads in the U.S. in 1999, for comparison, invested \$6.2 billion in capital projects.

Last year, some 1000 new passenger cars were delivered in North America, more than 80% to city systems. New transit systems are being built in at least one city a year. Cities in Western states that had utterly scrapped original systems are recapitulating them from scratch.

About a decade ago, I mentioned to Jim Ozment—then Rio Grande's Construction Engineer, now a transportation consultant, and a longtime advocate of commuter rail—that Denver's light-rail system seemed a mere decoration. "These people will never give up their four-wheel-drives," I said. Denver's Regional Transportation District has since grown into a real system with 30,500 weekday riders, with big expansions under way.

Not so long ago, rail transit systems had to be sold to skeptical voters by transportation planners who saw practical limits to freeway expansion and mayors worried they wouldn't get a share of federal spending. Now rail transit's growth is at least as much driven by riders.

"An SUV," says Jim, "costs about 45 cents a mile to operate. Adding the cost of parking downtown, transit has become a lower-cost solution."

We would be remiss to ignore rail transit any longer. Beginning this issue we bring you the monthly column "City Rail" to cover commuter-rail systems, on which we've always reported, and the transit systems we haven't. Our columnist is G. Mac Sebree, former publisher of Interurban Press and several rail magazines, and also a longtime advocate of transit.

Note to Jim Ozment: I was wrong about light-rail systems.

WE DIRECT YOUR ATTENTION to this summer's issue of CLASSIC TRAINS, which features the late O. Winston Link as master recorder of the sounds of Norfolk & Western steam. Long before Link's night-time photographs of N&W steam found a broad audience, his recordings were the talk of hi-fi magazines and big-city newspapers.

Mark W. Hemphill

**CLASSIC TRAINS**

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Associate Publisher Kevin E. Keefe



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**COMMENTS**  
Page 956



**COMMENTS**

Unread (3)

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

I am against any ~~of~~ light rail on the  
 Exposition Row in residential areas  
 If you are going to put train on  
 the same street as single family  
 residences you should either go  
 around & connect at Hollywood  
 for north or south connection  
 to airport and up to Santa  
 Monica

(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 Juan Alvarez Phone/Fax 310/327 3688

Address \_\_\_\_\_

City/State/Zip Los Angeles, Ca

Unread 4



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

U.S. Department of Transportation  
Federal Transit Administration

### COMMENTS

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

I am a resident of the 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 Chite Ashmosin Phone/Fax 360-475-9579  
 Address 16291 Ashby Ave.  
 City/State/Zip 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) 922-3000 E-Mail: MidCityWestside@mta.net



# COMMENTS

Unread (5)

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

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

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

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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 Miranda Adler Phone/Fax (310) 201 9487  
 Address 2543 Veteran Ave  
 City/State/Zip LA CA 90067

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

June 6, 2001

Unread (6)

Dear Mr. Mueger,

As residents and homeowners in the Westside Village neighborhood, we are writing to express our support for the light Rail system to run along Exposition Blvd., but strongly disapprove of the Venice/Sepulveda Diversion. This proposed diversion would be disastrous to our quiet & serene community, creating a huge and unwelcome influx of traffic and noise.

As you may know, we have very few sidewalks in our neighborhood, and our children are currently able to enjoy playing and bike riding safely on the street. With such an increase in traffic, particularly of rushed commuters, the safety and welfare of our neighborhoods' children will be placed at serious risk.

We are extremely concerned about the many negative impacts this project will have on our community. Thus, we strongly urge you not to include the Venice/Sepulveda Diversion in your project. Thank you.

Eric & Elizabeth Jmg  
3225 Ellende Avenue  
Los Angeles, CA 90034

MAY 21 2001

SCANNED  
IN RMC

Unread (7)

May , 2001

David Mieger, Project Manager  
Los Angeles County MTA  
One Gateway Plaza  
Mall Stop 95-22-5  
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

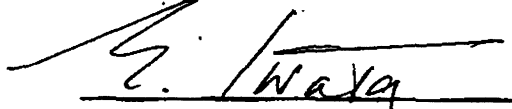
This Alternative 3 will also cost \$1.0 billion (Wilshire Bus Rapid Transit plus Exposition Light Rail Transit) vs. \$654 million for Alternative 2 (Wilshire BRT plus Exposition BRT)-- almost twice as much!

} 3

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

} 4

Sincerely,



---

---

---

6/11/01

# LA County MTA

Unread (8)

As a property owner  
 in Westside Village for  
 40 yrs we are against  
 Light-Rail crossing our  
 community on Sepulveda  
 Blvd and disrupting our  
 quiet village life with  
 unreasonable traffic to  
 accommodate the (Venice/Sepulveda  
 Division) project — Stay on  
 Exposition Blvd where it  
 belongs or forget it!!!!  
 We don't want it!!!!

Ruth A Johnson	3426	Property Kelton: Home owners
Leannet T. Johnson	3431	
Randolph L. Johnson	3434	
Cathren A Johnson	3441	

Ruth A. Johnson



6-6-01

SCANNED  
IN RMC  
JUN 08 2001

Unread(9)

Dear David Mieger:

I have lived in Westside Village since May 21, 1978. I am in support of the Light Rail System, if necessary, but oppose vehemently to the Venice/Sepulveda Extension.

Imploringly,  
 Richard J. Gungl  
 10801 Kingsland St,  
 L.A. Ca. 90034  
 310-475-7877




Thread (10)

# COMMENTS

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

I support Alt. 1. ] - 1

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Mitigating the negative impact Expo ROW will have on residential neighborhoods will be too costly. Money can better be used on Wilshire. ] 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 Annette Kallgren Phone/Fax 310  
Address 11245 Culver Park Dr  
City/State/Zip Culver City 90230

Mail sheet by Friday, June 15, 2001 to:  
MTA, ATTN: David Mieger, One Gateway Plaza, Mail Stop 99-22-5, Los Angeles, CA 90012  
(310) 368-6443 Fax (213) 822-2060 E-Mail: MidCityWestside@mta.net

To: L.A. County MTA

6/9/01

Unread (11)

Attn: David Miegel

We have lived at our  
current address for 35 wonderful  
years. Although we are in  
support of the Light-Rail system,  
we are strongly opposed to  
the Venice-Beverly Diversion.  
This would be a  
disaster for us as homeowners

Hiro + Betty Kagayama  
3280 Military Ave  
Los Angeles, CA  
90034



## COMMENTS

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

Unread (12)

I strongly support the  
 proposed Expo Line

I even more strongly oppose  
 a Wilshire BRT-

Thank you

I will be happy to assist  
 with federal funding (Chap. 9 legislation)  
 for Rapid Bus expansion

(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 Steve Kramer Phone/Fax 323-964-7100  
 Address 5670 Wilshire  
 City/State/Zip LA Ca. 90036

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

SCANNED  
IN RMC

May , 2001

Unread (14)

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,

*Haruko Nakata*  
WLAJACL Auxillary

MAY 24 2001

SCANNED  
IN RMC

May 17, 2001

Unread (15)

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.

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] 3

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

] 4

Sincerely,

*Tealita Nakashima*

\_\_\_\_\_  
\_\_\_\_\_

May 31, 2001

Unread (16)

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:

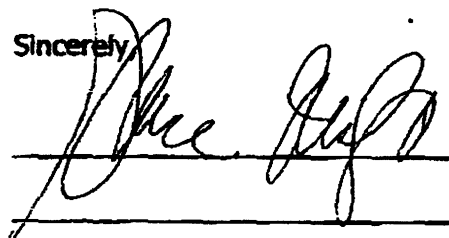
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This Alternative 3 will also cost \$1.0 billion (Wilshire Bus Rapid Transit plus Exposition Light Rail Transit) vs. \$654 million for Alternative 2 (Wilshire BRT plus Exposition BRT)-- almost twice as much!

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

Sincerely,

  
\_\_\_\_\_  
\_\_\_\_\_

} 1  
} 2  
} 3  
} 4

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FAX: 213-745-6789  
EMAIL: DesignsLtd@earthlink.net  
www.DesignsLimited.com

5/24/01

RT: David Mieger

Unread (18)

I am a Westside Village Homeowner  
and in support of the light-rail system  
but opposed vehemently to the Venice-Septuag-  
-ension.

Thank you  
[Signature]







JUN 22 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.

To: David Mieger  
MTA  
One Gateway Plaza

Unread (19)

Dear Mr. Mieger,  
I am writing to you for the purpose of expressing my support of Rapid Transit Alternative one (1). The Wilshire BRT has already become a huge success, with proven ridership and travels through major destinations. Exposition does not service high density activity centers. It is too costly to build and maintain, and will not properly mitigate the ~~quality~~ negative impact on our quality of life. It will likely increase traffic and noise by access to our community.

Sincerely,  
Howard Ball

(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.

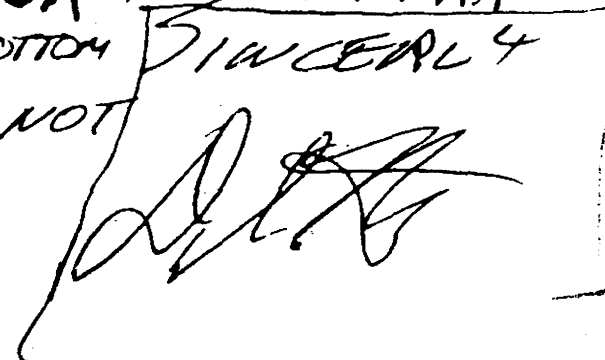
Name \_\_\_\_\_ Phone/Fax \_\_\_\_\_

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

UNDESIRABLES + HOME LESS PEOPLE WHO WOULD  
TEND TO GET OFF THE THE LIGHT RAIL + "EXPLORE"  
THE NEIGHBORHOOD, I OWN MY HOME; I WORK HARD  
TO HAVE + MAINTAIN WHAT I HAVE. I PAY PROPERTY  
TAXES, I FIND IT ABSURD, AS A PROPERTY TAX PAYER,  
THAT ~~WE~~ WE GET STUCK FOR COST OF BUILDING, MAINTAINING  
+ RUNNING A LIGHT RAIL SYSTEM THAT ONLY A HANDFUL  
OF PEOPLE USE. PEOPLE THAT FOR THE MOST PART, CANNOT  
AFFORD TO OWN A HOME AND DON'T EVEN START  
TO PAY FARES TO COVER THE COST OF THE RIDE. SO  
ONCE AGAIN, IF THIS ALTERNATIVE 3 GOES THROUGH,  
THE PROPERTY OWNER GETS SCREWED, NOT ONCE  
E T TWICE, WHEN THE PROPERTY VALUES ARE  
VALUATED WITH THE CONSTRUCTION OF THIS LIGHT  
RAIL. ALSO THE QUALITY OF LIFE IN THIS NEIGHBORHOOD  
WILL SUFFER AS THE "LIGHT RAIL FLIGHT" (PEOPLE  
MOVE OUT BECAUSE OF IT, AND LOW INCOME PERSONS  
WILL MOVE IN BECAUSE THE AREA WILL BECOME  
UNDESIRABLE TO NORMAL PEOPLE WHO WORK HARD  
TO LIVE IN A NICE AREA, IF DAVID MIEGER,  
YVONNE BURKE, ZEU YAROSLAUSKY ~~OR~~ RICHARD NIORAW  
LIVED HERE, YOU COULD BET YOUR BOTTOM  
DOLLAR, THAT THIS PROJECT WOULD NOT  
EVEN BE PROPOSED...!!  
"UH... BIG RED TRUCK"

SINCERELY  




Unread (20)

# 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 Center 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 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 the Expo ROW Santa Monica will have two rapid lines to it and Venice near.

} 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 Expo ROW that services more people.

} 9

May 15, 2001  
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 Yuzuki Phone/Fax 310-479-5775

Address MILITARY 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) 368-6443 Fax: (213) 922-3080 E-Mail: MidCityWestside@mta.net

10601 Wilshire Boulevard,  
Los Angeles, CA 90024

Unread (22)

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  
4  
5

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,

*Edul Shrestha*



**COMMENTS**

Unread (23)

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.

No No 1000 x NO!!  
 Are you trying to ruin it? What's the plan?  
 How the bus system the way it is now. Change is  
 not always good.

We cannot remember the city we were in  
 where the bus stops were in the middle of  
 the street. It was terrible!  
 Years ago I wrote to the Times that we should  
 study the disaster, Japan's mass rail system  
 which was not bad.

Basically, the bus way is just the way  
 it is. Use the money you would be  
 using to build a subway or light rail,  
 to subsidize the bus riders & you'll  
 get plenty of Argents to use the buses

Joan Duzel

P.S. Remember the red car? A great system  
 until General Motors wanted us to buy more cars  
 & oil companies wanted us to control that oil & now  
 Results? What you have now - a disaster

(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 Mr. & Mrs. Wm Duzel Phone/Fax (310) 475-4664

Address 10551 Welsh Hill #702

City/State/Zip L.A. CA 90024

Unread (24)

Dear David:

As a resident in the  
Palms/Westside Village Area I'm  
writing in opposition of the Venice/  
Sepulveda Diversion. I can't wait  
for a light rail system, but the  
impact of this diversion would be  
to great. There has to be an  
alternative. Please re-consider

Thank you,  
Jim Smy



MAY 22 2001

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

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

Unread (25)

### 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 Wilshire Corridor (Beverly Hills to Westwood) is a residential area with the ONLY access for deliveries, garbage collections, move-in and move-out is on Wilshire Boulevard. We have no alleys - some have little, or no guest parking.

By taking two lanes away from automobiles (you are impeding the transport by ambulances to the neighbouring hospitals), and driving traffic into the residential streets near Wilshire.

Send the buses to Olympic, Santa Monica, and Pico, which is commercial, and provide north and south connections to transportation.

Light transit on Exposition Boulevard and double-decked buses would greatly help the current situation.

To allow people to disembark from buses in the middle of the street will escalate the deaths and accidents which occur all too often.

(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 Stanley Phone/Fax \_\_\_\_\_

Address \_\_\_\_\_

City/State/Zip \_\_\_\_\_



# COMMENTS

Unread (26)

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.

5.18.01

RE: MID-CITY/WESTSIDE TRANSIT CORRIDOR -

I SUPPORT ALT # 1 FOR ADDRESSING MASS TRANSIT IN THIS AREA. ] 1

I DO NOT WANT OR NEED OR SEE AMPLE JUSTIFICATION FOR A LRT ON EXPOSITION. THE DISRUPTION TO THE LOCAL ELEMENTARY SCHOOL & RESIDENTIAL NEIGHBORHOOD DOES NOT MAKE SENSE. THE COSTS ARE ABSURD. ] 2

I SUPPORT INCREASED BUS SERVICE WHEREVER POSSIBLE - ESPECIALLY FOR STUDENT TRANSPORT TO H.S. + MIDDLE SCHOOL SITES. ] BUSES ARE OVERCROWDED! DEMAND IS THERE. ] 3  
] 4

TRAFFIC & SAFETY ISSUES ALONE ARE REASONS TO KEEP LRT FROM THIS COMMUNITY - ] 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: [Signature] Phone/Fax: \_\_\_\_\_  
Address: Ayres Ave  
City/State/Zip: 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) 366-8443 Fax: (213) 922-3060 E-Mail: MidCityWestside@mta.net





**COMMENTS**

Unread (27)

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't 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.

Expo ROW 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 Dorinda Watson Phone/Fax \_\_\_\_\_  
 Address 11120 Queensland C-27  
 City/State/Zip \_\_\_\_\_

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

MAY 11 2001

Page 8, 2001

Unread (28)

Daria Gueez  
L.A. County MTA  
Mail Stop 99-22-5  
LA CA 90012

Re. Wilshire Bus Routes

I believe there is an erroneous projection  
of your figures of 300,000 people or  
200,000 jobs in next 20 years relating  
to bus usage

Most of the people using bus service are  
service people and gain in bus usage  
in proportion is relatively small.

The problem which should be addressed  
is the additional cars in the area.  
Creating bus lanes and reducing lanes  
for auto is not the solution.

*[Handwritten Signature]*

ATT. David Murray

SCANNED  
IN RMC

Unread 62

I would like to add my  
voice to those who oppose  
the use of Depulveda  
Place for the light rail  
system.

Venue and Exposition  
are the proper choices.  
Not Depulveda where  
Westview Village would  
be over whelmed by  
such a move.

Sincerely,

Bob Allwood

10703 Greenwood St

MAY 18 2001

May 15, 2001

Unread (30)

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.

} 1  
} 2  
} 3  
} 4

Sincerely,

*Jean Ushijima*  
\_\_\_\_\_  
\_\_\_\_\_

JEAN USHIJIMA



# COMMENTS

Unread (31)

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 large 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 Row lines 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 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 the Expo ROW Santa Monica will have two rapid lines to it and Venice not.

] 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 a line that services more people.

] 9

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

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

Name: Natasha Phone/Fax: 310.479.5775  
 Address: 2400 Wilshire Ave.  
 City/State/Zip: CA. 90064

Mail sheet by Friday, June 15, 2001 to:  
 MTA ATTN: David Meier, One Gateway Plaza, Mail Stop 99-22-3, Los Angeles, CA 90012  
 (310) 366-6443 Fax: (213) 922-3060 E-Mail: MidCityWestside@mta.net



COMMENTS

Unread (32)

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 area is very quiet & peaceful even with the 'mass traffic' from west side Pavilion.

We have two schools, Overland & Notre Dame too close to Exposition Blvd, where parents walk with their children to both schools. It's not safe for the children & parents to incorporate a train along this corridor.

There is already a back up of traffic going south on Overland at peak times. It can take as much as 30 mins to reach the freeway from Pico. We can not handle any more delays on Overland due to a train passing.

The Overland school is too close to the track and noise level will be too much for the children. This is not the time or area for this plan.

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

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

Name Ann-marie yhudai Phone/Fax (310) 441 4488

Address 10805 Ashby Ave

City/State/Zip Los Angeles, CA 90064

MAY 18 2001

May , 2001

Unread(33)

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,

*Chicko S. Krouse*  
*11740 Tennessee Ave*  
*Los Angeles, CA 90065*  
*I live one block away from*  
*the Exposition North &*  
*Bundy Ave.*

} 1  
} 2  
} 3  
} 4

JEAN USHJIMA



UNREAD (7)

# 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 Mr. Collins Phone/Fax 786 8594

Address 1369 Overland

City/State/Zip LA CA 90230

Mail sheet by Friday, June 15, 2001 to:

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





UNLEAD 34

## 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 ENID S GURGUNSSON Phone/Fax \_\_\_\_\_

Address \_\_\_\_\_

City/State/Zip \_\_\_\_\_

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

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



UNLEADED

## 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
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- Mitigating the negative impact Expo ROW will have on residential neighborhoods will be too costly. Money can better be used on Wilshire. ] 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 Melvin Gaudio Phone/Fax 310 4704259  
 Address 11017 Ayres Ave  
 City/State/Zip WLA 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.

MTA

Mr. David Mieger,

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

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

Name Angel Torres Phone/Fax (310) 390-8301

Address 3718 Tuller Avenue (off VENICE)

City/State/Zip Los Angeles, Ca, 90034

Mail sheet by Friday, June 15, 2001 to:

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



# COMMENTS

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5.18.01

RE: MID-CITY/WESTSIDE TRANSIT CORRIDOR -

I SUPPORT ALL EFFORTS FOR ADDRESSING MASS TRANSIT IN THIS AREA. ] 1

I DO NOT WANT OR NEED OR SEE ANYMORE JUSTIFICATION FOR A LRT ON EXPOSITION. THE DISRUPTION TO THE NEARBY ELEMENTARY SCHOOL & RESIDENTIAL NEIGHBORHOOD DOES NOT MAKE SENSE. THE COSTS ARE ABSURD. ] 2

I SUPPORT INCREASED BUS SERVICE WHEREVER POSSIBLE - ESPECIALLY FOR STUDENT TRANSPORT TO H.S. + MIDDLE SCHOOL SITES. BUSES ARE OVERCROWDED! DEMAND IS THERE. ] 3

TRAFFIC & SAFETY ISSUES ALONE ARE REASONS TO KEEP LRT FROM THIS COMMUNITY - ] 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: Frank Frank Phone/Fax: \_\_\_\_\_  
 Address: Ayres Ave  
 City/State/Zip: LA 90064



UNREAD (42)

# 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 All 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 tourists. ]5

Exposition does not do that.

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

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 TWO

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 Martin & Diane Z. JAR Phone/Fax 310 474 5187  
 Address 10975 Exposition Blvd  
 City/State/Zip 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.

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 J.R. Dora Phone/Fax (310) 479-3272

Address 11233 Pearl St.

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) 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

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

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

Name Arden Hafezi Phone/Fax (310) 625-5460

Address 112307 Pearl St

City/State/Zip LA, CA 90064

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



## COMMENTS

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MTA

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1  
2

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

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

Name John See Phone/Fax 818-635-0876  
 Address 2537 Cotner Ave  
 City/State/Zip Los Angeles 90064

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





UNLEAD (46)

## COMMENTS

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

I support Alt. 1. ] 1



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

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

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

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

Exposition Blvd. does not do that. ] 4

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

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

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

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 Sandra W. Brown Phone/Fax \_\_\_\_\_

Address 1120 Queenland C-27

City/State/Zip \_\_\_\_\_

UNLEAD (17)



# COMMENTS

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

I support Alt. 1. ]1-



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

Los Angeles County Metropolitan Transportation Authority U.S. Department of Transportation  
Mid-City/Westside Transit Corridor Wilshire. The Wilshire Rapid Bus cannot keep up with the demand. ]2

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

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

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



Los Angeles County Metropolitan Transportation Authority U.S. Department of Transportation  
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Mitigating the negative impact Expo ROW will have on residential neighborhoods will be too costly. Money can better be used on Wilshire. ]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 Annette Ramirez Phone/Fax 310  
Address 11245 Culver Park Dr  
City/State/Zip Culver City 90230



UNREAD (48)

## 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** ] 1  
**ALT 3 I SUPORT ALT. 1**

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

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

Exposition Blvd. does not do that.

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

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

The Wilshire Rapid Bus and Expo ROW parallel each other in Santa Monica. ] 6  
 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 ] 7  
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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 Chiff Ashwood Phone/Fax 310-475-9579  
 Address 15291 Ashby Ave  
 City/State/Zip 90064

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

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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. ] 3

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 ADD-MARIE / HUAS Phone/Fax 310-441-4488

Address 10805 ASHBY Av.

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.

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

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

Name MOSHE / HUDA Phone/Fax 310-441-4488  
 Address 10805 ASHBY AV.  
 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



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

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

Name Jan Goldstein Phone/Fax 310-425-8848  
 Address 10825 Ashby Ave  
 City/State/Zip LA, CA 90064



## COMMENTS

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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 [Signature] Phone/Fax (310) 474-7424

Address 10742 ASHBY AVENUE

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

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

Name [Signature] Phone/Fax 310-474-7424

Address 10742 Ashby Ave

City/State/Zip L.A 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



JAW(1) 03-07-01  
MAY 10 200

DEAR MR. MIEGER & BOARD  
SCANNED  
IN RMC

PLEASE SUPPORT LIGHT RAIL  
ON EXPOSITION BLVD. THIS  
IS SUCH A GREAT OPPORTUNITY  
FOR PUBLIC TRANSPORTATION  
FOR THE WEST SIDE — PLEASE  
DON'T LET IT SLIP BY.

THANK YOU,

SINCERELY,

JANE URMSTON  
339 21 PLACE  
S.M. CA.  
90402  
(310) 395-5630

From: Mid-City WestSide  
Sent: Tuesday, June 05, 2001 8:59 AM  
To: 'Jane Urmston'  
Subject: RE: light rail

Ms. Urmston:

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: Jane Urmston [mailto:urmston@earthlink.net]  
Sent: Monday, June 04, 2001 4:09 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

JAU(2)

dear board,  
please make light rail available to the west side. ] this is important  
for environmental and quality of life reasons. it would be an economic ]  
boon as well. ]  
]2

thank you, sincerely, jane urmston (santa monica)  
From: Mid-City WestSide

]3

**Yvan and Catia Valentin**  
**3232 Glendon Av.**  
**Los Angeles, CA 90034**  
**Tel 310 474 1164**  
**Fax 310 474 8059**

YV(1)

31/5/2001

Dear Mr.Mieger,

We are resident and homeowner of West Side Village.  
We are in support of the Light-Rail System, but we strongly oppose to the Venice/Sepulveda Diversion.  
Our Village is one of the last family neighborhood where many children are used to play safely in the streets.  
We believe that this diversion will create a lot of traffic and therefore our streets will become dangerous for our children and everybody else.  
Please do not destroy forever the beauty and the peace of our beloved neighborhood.

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} 5

Sincerely,

Yvan and Catia Valentin

Catia Valentin

Valentin

From: Mid-City WestSide  
Sent: Tuesday, May 29, 2001 9:03 AM  
To: 'Philip van Allen'  
Subject: RE: In support of light rail on Exposition Blvd.

Mr. van Allen:

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: Philip van Allen [mailto:phil@commotion.com]  
Sent: Saturday, May 26, 2001 6:07 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  
Subject: In support of light rail on Exposition Blvd.

PA(1)

To the MTA Board Members:

This letter is in support of the light rail proposal for Exposition Blvd. As a life-long resident of West Los Angeles (Westwood, Brentwood, Westdale), this is the first rapid transit system that I would actually use. For example I would use this light rail rather driving for:

\* Trips downtown to the LA Convention Center/Staples Center, which I do

often

- \* Trips to the Santa Monica 3rd Street Promenade. Parking there is terrible.
- \* Trips to Pasadena. I teach one day a week at Art Center College of design
- \* Trips to Disney Hall, Exposition Park, and many other downtown attractions

2

In addition, because housing costs have risen so high on the Westside, many workers cannot live here.

3

- \* The economy of the Westside will be helped by improved transportation options for workers who commute here
- \* The traffic will be reduced
- \* The pollution will be reduced

4

5

6

The Venice/Sepulveda detour seems like an excellent solution to the issues related to Cheviot Hills, and will probably serve more people.

7

The Westside desperately needs rapid transit. Please make this valuable asset to the city a reality.

8

Philip van Allen  
2759 Butler Ave  
Los Angeles, CA 90064  
310.478.5891

.phil

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: Varah-Sikes [mailto:varikes@mediaone.net]

Sent: Sunday, June 10, 2001 8:44 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:

MV(1)

I'd like to add my name to the many who'd like to see Light Rail on Expo. ]

Thanks,

Monica Varah

varikes@mediaone.net

From: Mid-City WestSide  
Sent: Monday, June 11, 2001 8:44 AM  
To: 'Varah-Sikes'  
Subject: RE:

Ms. Varah:

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

We have logged your comment into the record.

FV(1)

May 8, 2001

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

Dear Mr. Mieger:

I received brochures outlining choices for future development of the Los Angeles County MTA plans for the westside of Los Angeles.

I strongly favor using the Exposition Blvd. route for a light rail line. It will be widely utilized because of its speed and access. It will be important to provide parking at stops.

My son lives in Venice and works downtown. He drives his car to where he can get a freeway bus downtown. He says it is faster, less expensive than driving and parking, less stressful and he has the chance to organize his day and read the newspaper.

I am opposed to dedicated bus lanes on Wilshire Blvd. in Westwood. It will exacerbate traffic problems--make it more dangerous to drive with traffic compressed into fewer lanes. Also, it will greatly increase traffic use in side streets which are now greatly affected by the traffic load on Wilshire.

Increased numbers and use of Metro Rapid buses would be very helpful. They improve all the objectives of public transit: comfort, speed and the ability to move many people. Off-bus passes or automatic payment would also speed up buses.

Because my schedule and destinations are too varied and too far to take advantage of public bus service, I must drive, but avoid using Wilshire Blvd. and parts of Santa Monica Blvd. whenever possible because of their heavy traffic load. Others do the same. Taking away lanes will make that much worse. The same situation exists to an even greater extent in the corridor from Westwood Blvd. to the 405 Freeway.

Sincerely yours,

*Florence Verger*  
Florence Verger  
1362 Comstock Ave.  
Los Angeles, CA 90024

} 1  
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} 5  
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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 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  
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Exposition Blvd. does not do that.

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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 JULIAN VILLANUEVA Phone/Fax 310-4410919  
 Address 10821 ASHBY 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) 366-6443 Fax: (213) 922-3060 E-Mail: MidCityWestside@mta.net

(010) 233 2372  
From: Mid-City WestSide  
Sent: Tuesday, June 19, 2001 10:24 AM  
To: 'Barbara Waldron'  
Subject: RE: MTA Proposed Expo Line

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

We have logged your comment into the record.

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

Sincerely,

Mid-City/Westside Project Team

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

From: Barbara Waldron [mailto:bpw@mediaone.net]  
Sent: Thursday, June 14, 2001 10:00 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@ci2.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: MTA Proposed Expo Line

BW(1)

Please enter our support of the proposed Expo Line. The proposed route seems to be the most sensible and workable solution to the unmanagable public

transportation problem we have from, downtown Los Angeles to the ocean, since  
the unfortunate demise of the old Red Line. ]

Of all of the routes suggested, we believe this one would best serve the public  
and create the least inconvenience to everyone. ] 2

Please support this proposal. Thank you for your consideration. ] 3

Barbara Waldron  
Jerald Waldron  
Michael Zweibel  
Roberta Barash  
Stanley Arouty  
Lee Muller  
Samantha Crasco  
Jeffrey Crasco  
Martin Henson  
Marcella Benson

c/o Barbara Waldron  
743 South Ogden Drive, No. 2  
Los Angeles, California 90036



**COMMENTS**

DW(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.

Please consider a 2<sup>nd</sup> turn option from S. Hill Street going north to E. Washington Blvd. east. How much would building a turn cost? This would allow an option to go from Santa Monica to Long Beach directly. This would also allow a faster path from Expo line to Long Beach line maintenance yard. Is intersection at Washington and Hill Street wide enough for both left and right turns without taking away any extra property? See page 93, drawing EL-11.

(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 Daniel Walker Phone/Fax (310) 416-6919 / 364-6128  
 Address 7416 West 82<sup>nd</sup> Street  
 City/State/Zip LA CA 90045

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



DW(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.

Consider grade separation at Crenshaw Blvd. for LRT.  
 Crenshaw is a very busy street which should not have to  
 have to stop every 5 mins (both directions) for the train  
 to pass. } What additional cost would be generated by a  
 bridge over Crenshaw Blvd.? How much less traffic delay  
 would there be? }

1  
2

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

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

Name Daniel Walker Phone/Fax (310) 416-6919  
 Address 7416 W. 82nd Street  
 City/State/Zip LA CA 90045

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**

PW(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 Support the Light Rail alternative ~~is~~ in its entirety down the Exposition Right-of-way. ] 1

I Strongly ~~oppose~~<sup>oppose</sup> the knife Sepulveda diversion for the following reasons: ] 2

1. Sepulveda & Sawtelle are already 405 Alternate Routes. ] 3

2. Sepulveda & National, near my home, is already congested & many near miss accidents occur daily.

3. Streets parallel to Sawtelle & Sepulveda, such as Military Ave will serve as another alternate & there are children at Clover School which will be impacted & endangered by increased traffic flow. ] 1

Think you kindly & please use your Right-of-way along exposition for the light transit System. ]

(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 Patrick Walker Phone/Fax (310) 575-5467

Address 3024 Military Avenue

City/State/Zip LA, CA 90034

10 2001  
SCANNED  
IN RMC

Marie Wallace  
3233 Selby Ave  
Los Angeles, CA 90034-4414  
everettandmarie@earthlink.net

M WAC(1)

May 14, 2001

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

**Re: Exposition Line**

Dear Mr. Mieger,

I have read the draft EIR and have given the Exposition Line serious consideration. These are my comments:

- 1) The line does not connect many city centers. Of the 24 centers listed in the draft EIR few would be connected by the Expo line. I note an additional 24 like LAX, Getty Museum, Beverly Center/Cedars Sinai, WLA Kaiser Hospital, Playa Vista, Fox Studios, Fox Hills, Santa Monica Airport, Los Angeles City College, West LA College, Loyola Marymount University, Koreatown and more which are also not connected by the Expo line. Many of these would be connected by a Wilshire line.
- 2) For the past three weeks I have kept track of the trips I make in my car to see whether any of them would be taken on the Expo line. Again, very few. Here they are the ones I would not get to via the Expo line:

Swim workout with Master Swimmers at Westwood, Culver City and Loyola Marymount pools (four times a week).

Tai chi workout at Joselyn Park in Santa Monica (once a week)

Savon Drugs and Von's to buy shampoo, detergent and groceries

Bank of America to deposit checks

Baja Bud's and Red Moon to eat supper

LAX to go to and return from Phoenix

Annual physical at West LA Kaiser Permanente

Eyes examined at West LA Kaiser Permanente

COMMENTS  
Page 1017

Buy groceries at Whole Foods

Take clothes to the cleaner on Overland

Go to nursery on Sawtelle to buy plants and potting mix

Attend Neighborhood Council meeting at Mar Vista Park

Go to movie at Century City

Attend Master Swimmers Committee meeting at Loyola Marymount 7 - 9 pm

Shop at Westside Pavilion

Four trips to Trader Joe for bread

Culver City farmer's market

F & S fabric for upholstery material

Piano class at Santa Monica College and pick up classmate on Overland with no car

Disaster Planning meeting at Palms & Centinela

Westside Civic Federation meeting at Vista del Mar on Motor

Westside Village Civic Association meeting on Sepulveda

- 3.) Of the trips that could be made via the Expo line, like the Dorothy Chandler and LA Public Library, I would be willing to walk to the LRT or BRT in the daylight but would not want to do that in the dark late at night.

In *summary*, I do not see that the Expo line, either in the original or the Venice/Sepulveda route, connects many centers nor is it supported by high density commercial, retail or residential. In my opinion, the line would cost too much, create unmitigatable noise, traffic and pollution and have few riders.

*Marie Wallace*



**Chunging Wang**  
**3420 Kelton Avenue**  
**Los Angeles, CA 90034**

CW(1)

June 12, 2001

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

Dear Mr. Mieger,

This letter is to advise you that I am in support of the Light Rail System to run along Exposition Blvd., but **OPPOSED VEHEMENTLY** to the Venice/Sepulveda Diversion.

There is no space for the Venice/Sepulveda Diversion in the already heavy traffic areas along Venice and Sepulveda. Having the Light Rail System run along Exposition Blvd will make use of the existing space along the old railway and therefore save the costs of acquiring necessary land and tearing down existing buildings or structures along Venice and Sepulveda.

Besides, the Venice/Sepulveda Diversion will worsen the living conditions of UCLA Village along Sepulveda between National Blvd and Palms Avenue. This Village houses the scholars and students of UCLA, one of the most prestigious educational institutions in town. Being located next to 405 Freeway, UCLA Village gets the first hit of noises produced by the traffic on the Freeway day and night. The Venice/Sepulveda Diversion will aggravate the situation and will **NOT** help the scholars and students of UCLA. Since the residents at the Village account for the majority of the population along the proposed Diversion and they do not use MTA to travel to and from the campus, the Diversion does not make any sense either.

Your cancellation of the Venice/Sepulveda Diversion is not only highly appreciated but also necessary.

Sincerely,

*Chunging Wang*

1  
2  
3  
4  
5

JUN 15 2001

EW (1)

**Esther Wang**  
**3420 Kelton Avenue**  
**Los Angeles, CA 90034**

June 11, 2001

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

Dear Mr. Mieger,

This letter is to advise you that I am in support of the Light Rail System to run along Exposition Blvd., but **OPPOSED VEHEMENTLY** to the Venice/Sepulveda Diversion.

] 1

There is no space for the Venice/Sepulveda Diversion in the already heavy traffic areas along Venice and Sepulveda. Having the Light Rail System run along Exposition Blvd will make use of the existing space along the old railway and therefore save the costs of acquiring necessary land and tearing down existing buildings or structures along Venice and Sepulveda.

] 2

Besides, the Venice/Sepulveda Diversion will worsen the living conditions of UCLA Village along Sepulveda between National Blvd and Palms Avenue. This Village houses the scholars and students of UCLA, one of the most prestigious educational institutions in town. Being located next to 405 Freeway, UCLA Village gets the first hit of noises produced by the traffic on the Freeway day and night. The Venice/Sepulveda Diversion will aggravate the situation and will **NOT** help the scholars and students of UCLA. Since the residents at the Village account for the majority of the population along the proposed Diversion and they do not use MTA to travel to and from the campus, the Diversion does not make any sense either.

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] 4

Your cancellation of the Venice/Sepulveda Diversion is not only highly appreciated but also necessary.

] 5

Sincerely,

*Esther Wang*

LW(1)

**Leon Wang**  
**3420 Kelton Avenue**  
**Los Angeles, CA 90034**

June 10, 2001

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

Dear Mr. Mieger,

This letter is to advise you that I am in support of the Light Rail System to run along Exposition Blvd., but **OPPOSED VEHEMENTLY** to the Venice/Sepulveda Diversion.

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There is no space for the Venice/Sepulveda Diversion in the already heavy traffic areas along Venice and Sepulveda. Having the Light Rail System run along Exposition Blvd will make use of the existing space along the old railway and therefore save the costs of acquiring necessary land and tearing down existing buildings or structures along Venice and Sepulveda.

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] 3

] 4

Your cancellation of the Venice/Sepulveda Diversion is not only highly appreciated but also necessary.

] 5

Sincerely,

*Leon Wang*

SCANNED  
IN RMC

MEW (1)

**Meiyin Wang**  
**3420 Kelton Avenue**  
**Los Angeles, CA 90034**

June 10, 2001

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

Dear Mr. Mieger,

This letter is to advise you that I am in support of the Light Rail System to run along Exposition Blvd., but **OPPOSED VEHEMENTLY** to the Venice/Sepulveda Diversion.

] 1

There is no space for the Venice/Sepulveda Diversion in the already heavy traffic areas along Venice and Sepulveda. Having the Light Rail System run along Exposition Blvd will make use of the existing space along the old railway and therefore save the costs of acquiring necessary land and tearing down existing buildings or structures along Venice and Sepulveda.

] 2

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] 3

] 4

Your cancellation of the Venice/Sepulveda Diversion is not only highly appreciated but also necessary.

] 5

Sincerely,



JUN 18 2001

SCANNED  
IN RMC

RW(1)

Robert J. Wang  
12249 Collins Street  
North Hollywood, CA 91067

June 13, 2001

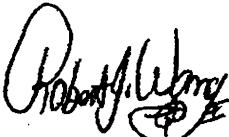
Mr. David Mieger  
Los Angeles County Metropolitan Transportation Authority  
1 Gateway Plaza  
MS 99-22-5  
Los Angeles, CA 90012

Re: Comment for the proposed Bus Rapid Transit/Light Rail Project

Thank you for the opportunity to review and comment on the proposed westside mass transit project. I support Alternative 3, Wilshire Bus Rapid Transit and Exposition Light Rail Transit. Utilization of existing MTA right-of-way along Exposition Boulevard is the most feasible and sensible investment in property that MTA already owns. Future levels of service on the east-west corridor will continue to deteriorate, while a dedicated light rail / busway approach avoids congestion. I am in support of this Alternative, light rail along Exposition Boulevard and busway on Wilshire Boulevard that will be fast, clean, and a viable alternative to our congested freeways that are operating beyond capacity. If the old Pacific-Electric Street Trolley showed us mass transit can work once, let history be a lesson to all, so that the public can enjoy this viable approach to transportation.

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Sincerely,



Robert J. Wang



SCANNED  
IN RMC

RAW(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 hope this  
light rail is Quiet!

(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 Ramey Ward Phone/Fax 310 474 0934

Address 2643 Veteran Ave

City/State/Zip Los Angeles CA 90064

SCANNED  
IN RMC

SW(1)

Dear MTA,

We are in support of the Light-Rail system ]<sup>1</sup> but very strongly opposed to the Venice / Sepulveda Diversion. ]<sub>2</sub>

This will have a very negative impact on our neighborhood, for our children and ourselves. ]<sub>3</sub>

Please take this into consideration for your future plans. ]<sub>4</sub>

Sincerely,

  
Satoshi and Satomi Watanabe

HWAG

March 8, 2001

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

Dear Mr. Mayor,

Please support construction of a light rail line on the Exposition right-of-way.

] 1

As you are well aware, traffic in Los Angeles, especially on the 10 freeway, is becoming increasingly congested. We can ease this problem by building a light rail line from downtown to Santa Monica on land that is already owned by the MTA. This project would provide enormous benefits to our community.

] 2

By connecting communities along the Exposition corridor to the rest of the Los Angeles region's emerging rail network, this light rail line would ease our parking and traffic problems, which will only get worse as commerce increases on the Westside.

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Popular and proven in an increasing number of American cities, light rail is less polluting than buses and carries more passengers while operating at lower costs. An Exposition rail line would connect Angelenos of all ethnicities and classes, and open educational, recreational and job opportunities especially to youth, the poor, and the elderly who depend on mass transit

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The time to act is now. I heartily endorse this project, and urge you to do all within your power to make a light rail line on Exposition a reality.

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Sincerely,

Heather Waterman  
11852 Dorothy St. #3  
Los Angeles, CA 90049





LOS ANGELES, CALIFORNIA 90012  
(213) 847-2489

OFFICE OF THE MAYOR

RICHARD J. RIORDAN  
MAYOR

March 13, 2001

Heather Waterman  
11852 Dorothy St. #3  
Los Angeles, CA 90049

Dear Ms. Waterman:

Thank you for your letter to the City of Los Angeles Mayor's Office regarding a 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 Transit 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

10601 Wilshire Boulevard,  
Los Angeles, CA 90024

NW (1)

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.

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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!

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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.

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Sincerely,

Nadine Watt

From: Mid-City WestSide  
Sent: Monday, June 11, 2001 8:50 AM  
To: 'Michael Webber'  
Subject: RE: Expo Light Rail

Mr. Webber, Ph.D.:

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 Webber [mailto:michael@rarejules.com]  
Sent: Sunday, June 10, 2001 10:52 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;  
fasana jr@pcmagic.net; froberts@cityoflancasterca.org; BeAPro@aol.com;  
pam-oconnor@santa-monica.org; friends4expo@aol.com  
Subject: Expo Light Rail

MIW(1)

Dear MTA board members:

I am writing to express my support and encourage yours for the proposed westside light rail plan that would connect Santa Monica to Downtown L.A. with a route that passes through Culver City. My family and I live in Culver City and I work in Santa Monica. I am faced with a daily commute that would be much improved if I had light rail as a viable option instead of driving. The proposed routing for the westside light rail would be very convenient for my commute and for my family's recreational activities in

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the evenings and on weekends. We would much prefer using light rail to driving or riding buses and would enjoy the benefits that light rail would bring, namely less traffic congestion and less air pollution. Moreover, we as a family often wish to go downtown for various recreational or cultural activities, but are intimidated by the daunting task of sitting in traffic with our young daughter. By contrast, our daughter loves riding trains and the adventure of light rail would make it easier, more convenient, and more fun to get to places such as downtown L.A., the Santa Monica promenade and pier, and other stops along the way. We would be frequent and active riders of the light rail system and I sincerely hope that it gets implemented soon so that I can become one of its best customers.

3

With all due respect,

Michael Webber, Ph.D.  
10855 Barman Ave.  
Culver City, CA 90230

5242 Mt. Helena Ave.  
Los Angeles, CA 90041  
June 8, 2001

ALW(1)

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

RE: MID-CITY/ WESTSIDE TRANSIT CORRIDOR  
DEIS / DEIR

Dear Mr. Mieger:

I am writing to give my support to Alternative 3, Wilshire BRT and the Exposition Light Rail Line. The need for more rapid service in the Wilshire Corridor is well documented. I believe that if Proposition A had not passed, you would be extending the Red Line Subway west at this time and there would be no need for BRT service on Wilshire Blvd. Hopefully in the future construction can be restarted on the Red Line to extend it to Santa Monica. I feel that Alternative 1 a, would be the best choice for the Wilshire corridor under present conditions.

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However I am certain that there will be very strong opposition to BRT on Wilshire Blvd. by the Cities and Traffic Departments along this corridor. It just won't be politically viable to use the center islands or to restrict the curb lanes for public transit. If this proves to be the case I would urge the MTA Board to uncouple the Wilshire Corridor from the Exposition Corridor and make the Exposition Light Rail Line a stand-alone project.

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In 1991 the LACTC purchased the Santa Monica Air Line Right of Way from the Southern Pacific Co. At that time the right of way should have been moved to the top of the candidate list for a Light Rail Line. The Pacific Electric Railway named this line the "Air Line" because it was almost a direct straight line and the shortest route from Los Angeles to Santa Monica. It seems ironic to me that people have had to fight for so many years to try and get a Light Rail Line built on the corridor. It was, is and will always be the best candidate. The RTD and the MTA Boards have always listened to one small community of NIMBY's who are opposed to a rail line. Why not listen to the silent majority who have always seen the need and want it built. The MTA has the authority and all they need is the political will to build it.

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STAND-ALONE PROJECT

The Exposition Light Rail Project will make an excellent stand-alone project for the following reason.

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- On page 18 of the Executive Summary your chart shows that Alternative 3 would have 83,000 Daily Transit Boardings. This is the highest number of boardings for any of the alternatives. You estimate that of the 83,000 boardings 51,400 boardings would come from the Exposition Light Rail Line. Under the heading Incremental New

Daily Transit Trips you show a figure 27,000. We could assume that most of that number of new trips would come from the Exposition Light Rail Line. The total for Alternate 3 is also the highest of all the alternatives.

- If future ridership demanded it, the carrying capacity of a Light Rail Line could be easily expanded by adding additional cars to each train. 9
- Even if the Wilshire BRT is not built an Exposition Light Rail Line could ease the ridership pressure on the Wilshire Corridor. In a way the light rail line could help mitigate the fact that new construction has been halted on the Wilshire Corridor Red Line Subway. 10 11
- The MTA and others have done early studies on the possibility of a Crenshaw Corridor Light Rail Line. If this line is ever built it could connect the Exposition Corridor Light Rail Line to the Green Line thus giving a great number of potential riders access to LAX via the Green Line. 12
- There is strong and growing grass roots support for an Exposition Light Rail Line. Recently there was a KNX radio editorial by the manager of the station. Also the Los Angeles Times carried a very strong editorial supporting a rail line. The MTA is now in a position to take the leadership and make it happen. 13

#### GENERAL THOUGHTS ON THE CORRIDOR REPORT

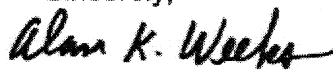
Issue # 7 E S Page 23 Exposition Blvd. / USC Subway. Your report indicates that from an operating standpoint it is not needed. In my opinion the additional cost just does not justify it. Heavy pedestrian traffic can be handled by pedestrian Subway or Overpasses. Everyone wants a subway but no one wants to fund it. 14

Issue # 9 E S Page 24 Cheviot Hills Detour. This small but vocal minority has had the political clout to kill all talk of a rail line on the MTA owned right of way. This stalemate has gone on for over ten years. Should other cities or traffic departments object to the detour on Sepulveda and Venice Blvds I would urge the Board to take Culver City's suggestion to reopen the issue of using the MTA owned right of way. 15

Issue # 11 E S Page 25 Non Revenue Connector. The route you have chosen for the connector is a natural. No route can ever be chosen in this "Not In My Back Yard" era that will ever satisfy anyone. Both passenger and freight trains have used that line for years. If this route becomes unusable because of opposition an alternate would be a possibility. At exposition and Hill Street, North on Hill to Washington. Install eastbound turnouts from Hill on to Washington. Then proceed to Long Beach Ave and South on the Blue Line. The mileage would be more but there would be no opposition. 16 17

I hope your studies will lead to a Light Rail Alternative for the Exposition Corridor. 18

Sincerely,



Alan K. Weeks

SALLY WEIL  
10580 WILSHIRE BOULEVARD  
APARTMENT 501  
LOS ANGELES, CALIFORNIA 90024

SCANNED  
IN RMC

MAY 25 2001

5-23-01 SAW (1)

Dear Mr. Mieger,

I am writing to support Alternative 3  
(Wilshire bus rapid transit) and Exposition bus light  
Rail transit. I believe that this will help traffic,  
help move people but I am TOTALLY opposed to  
creating 2-4 bus lanes on Wilshire. Wilshire is  
already a mess and a speedway. Keep the rapid  
buses on there - as is - and build on Exposition  
so that Westsiders and commuters have an appeal-  
ing alternative to driving solo on Wilshire. That  
will lighten up the number of cars on Wilshire,  
allow people to continue using buses without the need  
to dedicate 2-4 lanes just for buses, and move a  
lot of drivers onto the light rail line on Exposition.  
Any other plan will produce more accidents / more fatal-  
ities on Wilshire, more cars / traffic jams on Wilshire  
and more pollution.



AMW(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.

When I asked Carol Inge why the <sup>Expo</sup> Light Rail line would skirt and divert away from Cheviot Hills - she said the community of Cheviot Hills didn't want it - or opposed it.

That opposition was voiced 10 years ago.

I live in Cheviot Hills 2 blocks from the Right of Way. The neighborhood has changed in 10 years - The MTA needs to talk to the area again (but not through the homeowners association).

The "detour" would add a large extra cost to the final bill. It should stay<sup>2</sup> on the right of way.

(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 Amy Weiss Phone/Fax 558 0484  
 Address 10576 Troon Ave  
 City/State/Zip Los Angeles (Cheviot Hills) 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

JW(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 strongly favor LRT on Expo. So do most of my neighbors  
 I would like to see the shorter, faster, less expensive  
 route all of the way on Expo. ] 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 Jonathan Weiss Phone/Fax 310/558-0484; 310/558-0106

Address 10576 Troon Ave

City/State/Zip Cheroot Hills, CA 90064-4436

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

KWELD

June 11, 2001

Dear MTA:

I am writing this letter because I am in strong support of the use of Alternative 1, the Wilshire Bus Rapid Transit. The following points state my reasons for support of ALT 1:

- 1. The Rapid Bus that currently runs on Wilshire is a huge success, proving that there is high ridership on Wilshire.
- 2. Any transportation on the Exposition Right of Way (ROW) would negatively impact schools and homes in close proximity.
- 3. The ROW does not service high destination areas without using an additional form of transportation.
- 4. Noise of the bells and horns at intersections and the vibrations will be disruptive at all hours.

I hope these points will be seriously considered when making a final decision regarding transportation alternatives.

Sincerely,

  
 Karen P. Weiss



DAW (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.

This is earthquake country. Please don't be so foolish as to think you will ever be able to make a subway here! There is a major fault under Wilshire Blvd. Do you ever even meet with seismic scientists? Also, please don't ruin our lovely walking neighborhood with noisy buses. Also, you will have to takeaway the easy parking on Wilshire and build parking structures. Your drawings don't show it, but I'll bet you're going to uproot our palms in the median strip, too. Rethink this! Please, leave our beautiful neighborhood alone!

Dawn Westlake, Miracle Mire Residential Assoc. member

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

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

Name \_\_\_\_\_ 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

CW(1)

Gregg and Alicja White  
2517 So. Bentley Avenue  
Los Angeles, Ca. 90064  
(310) 477-5662

June 15, 2001

Metropolitan Transit Authority  
Attn: Mr. David Meiger  
One Gateway Plaza  
Mail Stop 99-22-5  
Los Angeles, Ca. 90022

Re: DEIS/EIR  
Mid City/Westside Transit Corridor

Dear Mr. Meiger,

This letter is sent to you to lodge our protest against the "Wilshire BRT and Exposition LRT" and a 'Park and Ride' parking lot with several hundred parking stalls to be located along Exposition Blvd. on the east side of Sepulveda all of which at this time appear to call for a major traffic increase on Sepulveda and Sawtelle Boulevards.

This small neighborhood of single-family dwellings, which just 25 years ago was a quiet middle-class neighborhood with few large businesses (and with the hope of 'gentrification'), has instead borne the impact of many traffic-importing projects that have greatly decreased the quality of life.

The following is a partial list (in no particular order of importance) of projects that have negatively impacted this Westside neighborhood by bringing greatly increased traffic to the area, such as:

- ❖ Westside Pavilion shopping center
- ❖ Expansion of the Catalina-Pacific Cement company
- ❖ Relocation of the Post Office
- ❖ Creation of the West L.A. Job Center
- ❖ Relocation of the Department of Social Services office
- ❖ Relocation of the Traffic Control/Parking Enforcement Office
- ❖ Overflow of traffic from the 10 and 405 freeways
- ❖ Expansion of the UCLA student housing apartment project

None of these individually would be considered a negative condition but when added together have created a major negative impact on the community. And, it appears the negative impact will be compounded even more by the proposed BRT and LRT.

It does not take sophisticated studies, specialized civil engineers, or complicated EIRs to see that the ridership of the proposed bus lines and light rail would have to be

imported to this area from distant neighborhoods, yet again negatively impacting this neighborhood. The disruption of traffic caused by a bus lane or light rail on Sepulveda Blvd – an already stressed, narrow four-lane road - would be untenable. Exposition Blvd. which is currently a two lane, narrow road with a sidewalk on just one side, and private homes on both, cannot accommodate any additional traffic. The traffic nightmare that would be caused by at-grade-level rail crossings on all the north/south streets of the Westside is unimaginable and indefensible. There must be an acceptable alternative.

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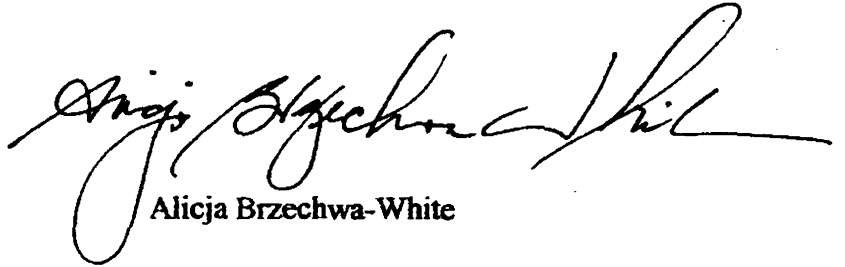
There must be a better solution! Common sense calls for providing rapid transit from where the ridership originates to major business/workplace destinations. That is not here in this part of the Westside! The Wilshire Corridor, with the proposed BRT, has the ridership and the destinations. Please consider it as the only feasible choice.

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Sincerely,



Gregg B. White



Alicja Brzechwa-White

CC: Mayor Richard Riordan  
Supervisor Zev Yaroslavsky  
Supervisor Yvonne Burke  
West of Westwood Homeowners Assn.

Alexis Wieland & Annette Mercer  
2647 Glendon Avenue  
Los Angeles, CA 90064

AW (1)

June 8, 2001

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

Subject: Comments on the Westside Transit Corridor Improvements DEIS/DEIR

Dear Mr. Meiger:

We live in the Rancho Park area of West Los Angeles, approximately one block from the Exposition right-of-way. We support Alternative 3; the LRT along the Exposition right-of-way from Downtown to Santa Monica along with a Wilshire transit solution. We do not support a busway on Exposition. The LRT is superior on air quality, ridership, noise and vibration, visual impacts, traffic (including that from Wilshire and on I-10), long term capacity, and trip time. The LRT is also proven technology, with existing maintenance facilities and on-the-job experience (unlike the new buses proposed). Alternative 3, as was identified in the document, is the environmentally superior alternative, and should have been implemented years ago. Please push for enough funding to construct the entire route. We can't afford to wait!

We support either the currently proposed detour or a return to the right-of-way. Both would require mitigation however. The detour along Sepulveda and Venice would adversely affect street parking along the residential areas of Sepulveda (the commercial areas at the intersections all have off-street parking lots). The likelihood of spill-over parking onto residential streets is high at the Sepulveda/National station. However, the route uses two busy existing transportation corridors and would not add other intrusions to the residential areas nearby. It also serves Culver City, Sony Pictures, and Palms better than the existing right-of-way. The MTA should coordinate with the LA Dept. of Water and Power in their search for a site near the National/Sepulveda intersection.

Use of the original right-of-way along the edge of Cheviot Hills and through Rancho Park would require going under Overland and Westwood Boulevards in order to maintain traffic flow along these busy cross streets and safety at Overland Avenue School. Grade separation at Sepulveda would also likely be required. In addition, the width of the right of way is severely constrained at the I-10 undercrossing and the condition of the embankments along Palms Park and Northvale Avenue would require reconstruction and/or stabilization. Depending on the existing noise levels in the area, the noise

evaluation in the DEIS/EIR for areas of similar right-of-way width would indicate that the concerns of residents in Cheviot Hills and Rancho Park may be overstated.

We strongly support a bike path or a bike lane along the entire length of the Exposition route as soon as possible. Labeling the street as a "bike route" is worse than doing nothing as no provision for bicycles is made on these "routes". The Exposition corridor has been identified as "key" and it is shown on page 3.2-18 but your plans do not have a bike lane or bike path west of the Robertson station (although a lane already exists along Venice Blvd.). We see in the Los Angeles Times (5/27/01) that the MTA has provided funding for a bike path on the existing right-of-way between Venice/Robertson and Sepulveda (not following the detour). However, the plans in the EIR do not continue this path west of Sepulveda. Providing a path or lane west to Santa Monica would be a great service to the Westside and would connect the Venice bike lane to Santa Monica. Whether the detour is used or not, a bike path along the existing right-of-way would be an excellent use of this corridor. It would also relieve the MTA of an eyesore. Please implement a bike path as soon as possible no matter what else you do!

While we understand the negative impacts of night time construction, please consider using monetary incentives and allowing 24 hour construction in order to substantially shorten the entire construction period.

The problem of north/south rail (?) transit is still unsolved and desperately needs a solution. The area from LAX to the Valley along the 405/Coast corridor should be your next priority.

We also have the following page or section-specific comments and questions:

- ◆ ES-1: The correct name is the National Environmental Policy Act.
- ◆ ES-20: The table referenced does NOT compare costs to the No Build or TSM as the text says it does.
- ◆ ES-26: The abbreviations LSM, LTSM, and LS do not appear to be used consistently in the table and in comparison to the text.
- ◆ ES-28: Why is noise and vibration listed as a residual impact when the Table says LSM?
- ◆ ES-29: Please put the No Build or Current Condition in the comparison tables. Traffic and Air Quality should be especially interesting.
- ◆ ES-45: Please explain the tons of NOX variation between the three alternatives.
- ◆ Appendix: Please mark the crossing gate locations on the plans.
- ◆ 2.3, Table 2-1: These headways seem excessively close.
- ◆ 3-18 and 5-26 and 3-8a-2: What is the construction period for the Exposition corridor? In various places in the book different figures are used (6 months, 48-54 months, 36-42 months). What would be the length of construction in a certain block?
- ◆ 3.9-13: We believe that 50 mph is too high for buses along Sepulveda.
- ◆ 3.9-16: Would noise barriers be in the middle of the street?
- ◆ 3.4-14: We disagree that the Third Street Promenade is dependent on street parking - Santa Monica has several multilevel structures to service the Promenade.

- ◆ 3.5-9 and 3.5-24: The existing conditions discussion for Exposition covers a much wider area than that for Wilshire. Many of the places listed are NOT in close proximity to the corridor and therefore the impacts are overstated.
- ◆ 3.7: We think that it should be noted that the No Build alternative would maintain the very industrial, run down appearance in many areas of the corridor. Current uses (short term leases) are self storage, equipment storage, and what appear to be junk yards. Graffiti and trash are prevalent. This section also does not address the visual effects of the proposed sound walls under the BRT option or even describe where they are proposed.
- ◆ 3.7-31 and 35: Do you have expert opinion that says that the trees can be relocated successfully? This mitigation measure should be performed early in the construction and have a contingency replanting effort at a ratio higher than 1 to 1 to ensure that our urban forests are maintained.
- ◆ 3.7-32 and 36: We don't agree that the structure at Pico/Sawtelle would cause an adverse visual impact. The 405 structures are already massive. There is no significant view of the Santa Monica mountains...The view is of Best Buy, the offices at Olympic Blvd., and the freeway!
- ◆ 4-12: Table 4-8 is incorrect. Palms Park is not in the Exposition Corridor as evaluated and there are schools that are (Charnock Road). We also don't see how day care centers can be Section 4(f) resources as most are privately owned.
- ◆ Safety: The crosswalks with the lighted bumps should be used for added visibility and awareness.
- ◆ Cultural: Please include a map of the old PE Line that used the Exposition right-of-way and include the old station locations. Please note that the line was originally built in 1876 and was in use as a railroad track well into the 1960s. In other words, it was there when the houses were built and in use at the time many residents bought their homes! We agree that there is an adverse impact on the old physical railroad property since the ties and equipment would have been regularly changed anyway. The cultural value is the use of the line and the development of the area. If anything, use as an LRT would be preserving this heritage. Perhaps stations could incorporate some history and interpretation into the design.
- ◆ Construction: Noise walls and landscaping should be installed as early in the construction process as possible so that the maximum benefit can be gained. Please be sure to have a public notification system, construction hot-line and complaint numbers, and noise monitors in place and used to the fullest extent.

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Sincerely,




Alexis Wieland & Annette Mercer  
2647 Glendon Avenue  
Los Angeles, CA 90064





PAW(1)

**COMMENTS**

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

June 12, 2001

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

Here's why:

- There is a proven ridership on Wilshire. The Wilshire Rapid Bus cannot keep up with the demand.
- The Wilshire Rapid Bus travels through activity centers that service the people of Los Angeles and tourists. Exposition Blvd. does not do that.
- The Expo ROW goes through neighborhoods. The study of the detour on Expo proved that going through Commercial Zones—and not neighborhoods—increases the ridership.
- Until the 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 the Expo ROW, Santa Monica will have **two** rapid lines to it and Venice will have none.
- Mitigating the negative impact the Expo ROW would have on residential neighborhoods will be too costly. The money can better be used on Wilshire.

Develop the route that services more people!

Handwritten numbers 1 through 8 in a vertical column on the right side of the page, with brackets indicating their corresponding list items.

(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 PAMELA WILKES Phone/Fax 310-470-0696  
 Address 2558 KELTON AVE.  
 City/State/Zip LOS ANGELES CA 90064

Mail sheet by Friday, June 15, 2001 to:  
 MTA, ATTN: David Meier, One Gateway Plaza, Mail Stop 89-22-5, Los Angeles, CA 90012  
 (213) 365-9443 Fax: (213) 322-3060 E-Mail: MidCityWestside@mta.net

FROM: MID-CITY WESTSIDE  
Sent: Monday, June 11, 2001 8:26 AM  
To: 'joe and joy williams'  
Subject: RE: proposed liexpanded light rail system for los angeles

Mr. & Mrs. Williams:

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: joe and joy williams [mailto:joeandjoy@earthlink.net]  
Sent: Saturday, June 09, 2001 4:26 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-ocomor@santa-monica.org;  
friends4expo@aol.com  
Cc: joe and joy williams  
Subject: proposed liexpanded light rail system for los angeles

JOWC

ladies & gentlemen

we are writing to you to express our support of the expanded light rail system. ] 1

we are getting close to really alleviating traffic & fuel consumption for  
getting to union station. ] 2

has a tough problem just to get students to class. ] 3  
parking is always a problem  
when we want to ] 4

visit the great museums & librarys, why can't we jump on a light rail system &  
have an enjoyable

afternoon. los angeles has some great 'points of interest'.

please, proceed with the 'light rail expansionc program, for a win, win situation for all of us.

joe & joy williams

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LEW(1)

Leslie Wimmer  
10949 Queensland St  
Los Angeles, CA 90034

June 4, 2001

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

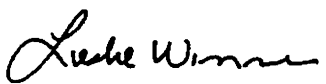
Dear Mr. Mieger:

As a resident of Westside Village I am writing to voice my opposition to the Venice/Sepulveda Diversion of the Light-Rail system. It makes no sense to divert the Light-Rail away from the already in existence Exposition tracks and available land. Westside Village already contends with the noises of the 405 and 10 Freeways as well as the air traffic from Santa Monica airport. The Light-Rail system in our neighborhood would devastate home values by increasing the already high noise levels and ever-increasing traffic congestion.

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Should you have any questions, please feel free to contact me.

Very truly yours,



Leslie Wimmer

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

June 2, 2001

JUN 03 20  
SCANNED  
IN RMC

J I W (1

Dear David,

As residents of Westside Village, we are in support of the construction of a Light-Rail system. However, **WE ARE VEHEMENTLY OPPOSED TO THE PROPOSED VENICE/SEPULVEDA DIVERSION.**

From what we have read, during the construction of the aforementioned diversion, traffic from Sepulveda would be diverted on to adjacent residential streets. In other words, traffic from a four to six lane 405 alternative would be attempting to squeeze its way through our currently quaint and peaceful neighborhood.

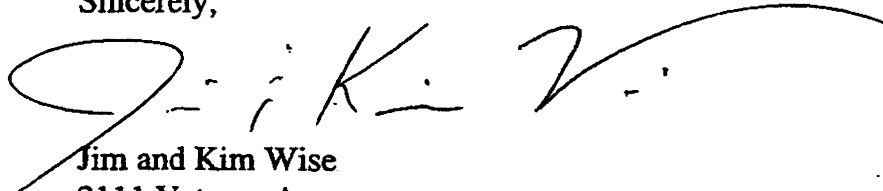
To quote Ron Wynn's web site, "Westside Village is that very special area of winding streets **without sidewalks** or street lights located south of National and west of Overland." Due to the lack of sidewalks, pedestrians walk in the street including **children walking home from school**. This makes the prospect of impatient shortcut seekers bombing down our streets all the more terrifying.

Also, from Ron Wynn's site: "Many of the area residents have lived in their homes for over 20 years and there are still a number of original homeowners dating back to 1939." People settle and remain here because Westside Village is unique. We consider it to be West L.A.'s best kept secret. The funneling of traffic through this neighborhood would destroy our peace and our privacy.

To quote Ron Wynn once again, "People often remark of the country like ambiance in Westside Village." The fallout from the proposed diversion would certainly ruin this ambiance that attracted us to this area in the first place.

As native Angelenos, we are familiar with the train tracks that run along Exposition from downtown to the coast. With this route still intact, it is preposterous to tear up major thoroughfares such as Venice and Sepulveda in order to appease the wealthy of a small section of Cheviot Hills. We, too, are taxpayers, Mr. Mieger. The Venice/Sepulveda diversion would leave a horrible taste in the mouth of all Westside Village residents. Please don't let this happen.

Sincerely,



Jim and Kim Wise  
3111 Veteran Avenue  
L.A., CA 90034

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JUN 13 2001

SCANNED  
IN RMC

KW(1)

Dr. and Mrs. Kevin Wittenberg  
2624 Veteran Avenue  
Los Angeles, CA 90064

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

June 11, 2001

Dr. Mr. Mieger:

We are writing to express our concerns about the Exposition Light Rail that is soon coming up for a vote with the MTA Board of Directors.

As a young couple, my wife and I recently purchased our first home nearby Sepulveda and Exposition. We were attracted to the neighborhood because of its quiet, safe streets and we look forward to raising a family here. We are very concerned that the safety and traffic impacts of having a light rail station and parking lot so near our home. We feel that Sepulveda will become an even busier street than it is and that motorists will start to use some of the smaller streets like Military as alternate routes. We are concerned also about the crossing gates, which we understand will have bells that are audible from up to a half a mile away and will be operational late into the night and early in the morning. We are also concerned about the high costs associated with building and maintaining the light rail system.

We do believe in public transportation and making it easier for Angelenos to get around this city. But it is because we love this city and living in it so much that we are concerned about the negative impacts of the Exposition Light Rail project. We would like to voice our support for Alternative One, the Wilshire Bus Rapid Transit. We feel the Rapid Bus is already a huge success with proven ridership and convenient access to many locations.

We do hope our voices will be heard.

Thanks for your consideration.

Sincerely,

 , Ph.D.  
Kevin Wittenberg

Cc: Supervisor Yvonne Burke  
Supervisor Zev Yarslovsky  
Mayor Elect James Hahn  
West of Westwood HOA

**Robert W. Wiviott**

10601 Wilshire Boulevard, 20-West  
Los Angeles, CA 90024

June 1, 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 long time resident of Wilshire House and the President of the Board of Directors of this high-rise condominium, 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.

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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!

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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.

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Sincerely,

Robert W. Wiviott

/cc: Mayor Richard J. Riordan



LOS ANGELES, CALIFORNIA 90012  
(213) 847-2499

OFFICE OF THE MAYOR

RICHARD J. RIORDAN  
MAYOR

June 6, 2001

Robert W. Wiviott  
10601 Wilshire Blvd., 20-West  
Los Angeles, CA 90024

Dear Mr. Wiviott:

Thank you for your letter to the City of Los Angeles Mayor's Office regarding the exclusive bus lanes. 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







MAW(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.


5-17-01

WE DO NOT WANT ANY FORM OF LIGHT RAIL OR  
BUS ALONG EXPOSITION BLVD. THIS AREA  
WOULD NOT HAVE RIDERS, THE SAME AS IN  
CHEVY HILLS!!

Mable Wolfe

(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  Ms. Mable Wolfe Phone/Fax \_\_\_\_\_

Address 10879 Exposition Blvd Los Angeles, CA 90064-8142 \_\_\_\_\_

City/State/Zip \_\_\_\_\_

Mail sheet by Friday, June 15, 2001 to:  
MTA, ATTN: David Meeger, One Gateway Plaza, Mail Stop 89-22-5, Los Angeles, CA 90012  
(310) 366-8443 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.

*This says it all IF THE MTA WANTS MONEY THIS IS IT - NOT EXPO ROW*

**1. Support All 1** ]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 tourists. ]4

Exposition Center 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 to 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 Mable Wolfe Phone/Fax UN LISTED

Address  Miss Mable L. Wolfe  
 10979 Exposition Blvd.  
 Los Angeles, CA 90064

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

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: GetEric@aol.com [mailto:GetEric@aol.com]

Sent: Tuesday, May 29, 2001 9:57 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@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: exposition light rail line

ERW(1)

Dear Honorable MTA Boardmember, I am a homeowner at 3825 W. Adams Blvd. and I approve 100% of the proposed light rail between downtown L.A. and Santa Monica Ca. I believe it will be a great addition to the Southern California rail system. It should be a light rail train system and not a rapid bus system. One train can carry 750 people an extended bus can only carry 80 people, therefore there would be many more trips by fuel burning vehicle opposed to an electric one. Thank you for your representation and your service. It is appreciated and admired. Eric Wolfson-Sagot and family.

From: Mid-City WestSide  
Sent: Wednesday, May 30, 2001 8:45 AM  
To: 'GetEric@aol.com'  
Subject: RE: exposition light rail line

Mr. Wolfson-Sagot and Family:

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



# COMMENTS

JEW (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.

Your proposal to divert the light rail is ridiculous. The fact is you will be disrupting thousands of people for the benefit of a few -- specifically, a few people in Cheviot Hills. Having a light rail running on Venice Boulevard and Sepulveda Boulevard will only cause more traffic, not less. If you are going to build the light rail, please use the existing right-of-way and forget about the diversion. Don't waste our taxpayer's money! Why were we unable to obtain cost comparison information from the city regarding your diversion? We would like to know exactly how much it is going to cost to build your diversion as opposed to using the existing right-of-way. Your diversion is not going to help anyone on the west side but will make our lives more miserable.

And as far as your plans for Wilshire Boulevard -- just complete the subway as originally planned. Forget about the buses!

(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 M/M JEFFREY WOLIN Phone/Fax 310-479-5460

Address 3120 MILITARY AVENUE

City/State/Zip LDS ANGELES CA 90034



HV(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.

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

Dear Mr. Mieger:

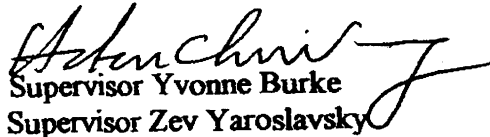
I have been a West Los Angeles resident for over 12 years. Concerning the Mid-City/Westside Transit Corridor, I am a strong supporter for Wilshire Bus Rapid Transit program. This program have proven ridership, and goes through major destinations. The Exposition does not service high density activity centers. The Light Rail Transit is too costly to build, maintain and to properly mitigate the negative impact on our quality of life. It will increase traffic and safety concerns to our community.

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Thank you for your kind attention to this matter.

Sincerely,

Helen C. Wong  
Resident at  
2671 Greenfield Ave  
LA CA 90064

cc:   
Supervisor Yvonne Burke  
Supervisor Zev Yaroslavsky  
Mayor Richard Riordan  
West of Westwood Home Owner Association

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

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

Name \_\_\_\_\_ 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

JUN 08 2001

TW(1)

6 June 2001

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

I strongly support the concept of the Light-Rail system. However, I cannot find words to adequately express my opposition to the Venice/Sepulveda Diversion. Especially since, as I understand it, the right-of-way along Exposition already exists.

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Sincerely,



Tom Woods  
3207 Malcolm Avenue  
Los Angeles, CA 90034

TW:sc



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

MAY 29 2001

U.S. Department of Transportation  
 Federal Transit Administration

SCANNED  
 IN RMO

PATW(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.

5/25/01 This is my personal opinion that we do not need another car or bus on the streets of L.A. The only way to alleviate our current problem is construction of a lite rail on Exposition in W.L.A.

(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 Patty Worldridge Phone/Fax \_\_\_\_\_  
 Address 1517 Glendon Ave  
 City/State/Zip L.A. CA 90024

**COMMENTS**  
**Page 1058**





WW(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.

BRING IN ARTICULATED BUSES FOR METRO RAPID 720  
 CURRENT 40 FOOT LOW FLOOR BUSES ARE ~~HEAVY~~ VERY  
 CROWDED ]

(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 WAYNE WRIGHT Phone/Fax \_\_\_\_\_

Address 5336 OVERDALE DR

City/State/Zip LOS ANGELES, CA 90043-2023

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

COW(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.

Mid-City/Westside Transit Corridor.....

I hear that, ONCE AGAIN, the MTA is considering the Exposition Wrong of Way for light rail or alternative.

I thought this issue was closed, or have you been deluged by "Friends4Expo"?? Look...shouldn't more weight be given to the testimony & desires of the residents most impacted? I AM one. I live on Ashby Avenue between Westwood & Overland Avenues. This proposed \*\*\*&!%ç\*\* would be in my backyard. Heaven help me, I'd rather have , in that area, a neighbor with a barking Pit Bull. P U L E E E e e Z E ..... DON'T DO THIS TO ME ! I don't care whether the decision is environmentally sound or economically sound, but I am certain it will be sound - right in my backyard. How can anyone who doesn't live next to it make decisions for those of us who do? Keep me in mind while you work.

Hopefully,

Constance Wustman  
10746 Ashby Avenue  
Los Angeles, Ca 90064  
Parallel to the right of way

(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 Constance Wustman Phone/Fax 310) 475-2066

Address 10746 Ashby Ave

City/State/Zip Los Angeles 90064

MARW(1)

May 1 - 1964

Sir:

I am writing you in  
regards to the weeds on  
Opposition Blvd between  
Military and Sepulveda  
Blvd. They need to be cut.  
I would like to see the lot  
cleaned up.

Thank you

Margaret Wyatt  
2 P.O.S. Military and  
Sepulveda, CA 90264

JUN 20 2001

SCANNED  
IN RMC

LESW (1)

Leslie Wynn  
3563 Kelton Avenue  
Los Angeles, CA 90034

June 15, 2001

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

Dear Mr. Mieger:

Just a short note to say being a homeowner on the Westside, I am **not** totally in support of the Light-Rail system and am vehemently opposed to the proposed Venice/Sepulveda Diversion.

Please keep me apprised of public meetings regarding this matter by sending notices to:

Leslie Wynn  
Post Office Box 241635  
Los Angeles, CA 90024

Thank you.

Sincerely,

  
Leslie Wynn

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} 2

JUN 13 2001

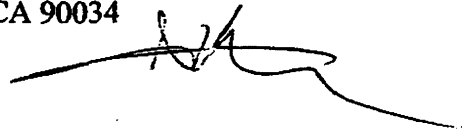
SCANNED  
June 11, 2001  
WRMC

KY(1)

Dear L.A County MTA,

My name is Khosrow (David) Yaghoubzadeh and I own the house at 3115 Veteran Avenue. I am in support of the Light-Rail system. However, I am apposed vehemently to the Venice/Sepulveda Diversion. I will take as much action as I can to stop this awful, horrible, bothersome diversion. I will take action against you and your plan, and so will the rest of the neighborhoods.

Sincerely,  
Khosrow Yaghoubzadeh  
3115 Veteran Ave.  
LA, CA 90034



Mr. Yeager:

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: Will Yeager [mailto:willyeager@hotmail.com]

Sent: Wednesday, June 13, 2001 11:17 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: Exposition Boulevard Light Rail Line

WY (1)

The Exposition Boulevard Light Rail Line needs to be built as does an extension of the Red Line down Wilshire Boulevard. While it may be necessary to install a bus system along Wilshire Blvd. in the short term the need for a rail can be seen by the traffic along the corridor. Building the Exposition Blvd. Light Rail Line makes particular sense as it would serve a community with many public transit riders, much like the highly successful Blue Line. Additionally, the positive externalities to our society of increased employment, education and recreation opportunities by providing transportation facilities to an underserved area are immense. The wealth of a nation is expressed in the goods and services available to its people and diversion of funds into military boondoggles, prisons, and jails instead of positive investment in public infrastructure needs to stop. In fact, there is a measurable relationship between public investments in transit and a decrease in crime.

In the Exposition Blvd. Light Rail proposal there is a deviation from the existing rail line around Rancho Park that will drive up the expense of the project and the transit time of riders. Following the existing tracks is the greater good. The same mentality working here is what has prevented the Red Line from its original goal; Downtown to Santa Monica and should be resisted. In time those same people that wish to be separate from the rest of the public will grow to appreciate their access to the rail line.

Besides the Exposition Blvd. Light Rail Line, several other Rail Lines need to be built to provide the skeleton structure for a sound regional transportation system. Funding for building the rest of the heavy/light rail network for Los Angeles County and increased Bus Service needs to be found at all levels of government. I am pleased to see a Crenshaw Rail Line being under study and

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would suggest a Harbor Rail Line to San Pedro, a Coastal Rail Line running from Santa Monica to Long Beach and into Orange County, a eastern line perhaps on the San Gabriel Freeway that would link to the Eastside Rail Line by its extension east and also to a Foothill Rail Line that would connect to the Pasadena Blue Line and on into the San Fernando Valley. Further, both east-west and north-south Rail Lines are needed in the San Fernando Valley.

In regards to Bicycles, the bicycle path along the Exposition Blvd. Light Rail Line is great and will help plug the gap in the needed Bicycle Path network. More Bicycle Racks and Lockers need to be provided for at each station since there is a growing demand for them. Often I see all the Bicycle Racks at existing Rail Stations full which demonstrates that more need to be installed. This is good business as a dollar not spent on imported fuel is available for the local economy and with the money multiplier circulation factor can be worth up to fourteen dollars in new spending. Also, the prohibition of Bicycles during certain hours on trains would be good to drop altogether. Never have I seen a train car so full that it couldn't accommodate a bicycle, and I have seen some packed cars. The ability to ride to a Rail Line from home and then from it to a work location that is not easily busable is needed and with the 6-9 AM and 3-7PM ban on Bicycles this is impossible. At the very least, the prohibited hours need to be shortened to 7-9 AM and 4-6 PM.

Sincerely,

Will Yeager

1050 South Saint Andrews Place

Los Angeles, CA 90019

Cycle Express Permit Numbers 5631 (expired 11/19/00)

17250 (expires 5/11/04)

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

WY (1)

From: Mid-City WestSide  
Sent: Tuesday, June 19, 2001 10:22 AM  
To: 'Will Yeager'  
Subject: RE: Exposition Boulevard Light Rail Line





Woodruff



Curry Leaves



Sorrel

6-5-01 JY(1)

Mr David Mieger

We are in support of the  
Light-Rail System, but  
oppose to the Venice /  
Sepulveda Diversion

Jack and Martha Yelaca



Jack Yelaca

From: Mid-City WestSide  
Sent: Tuesday, June 05, 2001 8:56 AM  
To: 'Patricia Young'  
Subject: RE: Exposition Light Rail

Ms. Young:

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: Patricia Young [mailto:eggfuyou@hotmail.com]  
Sent: Saturday, June 02, 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; 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  
Cc: juliamaher@aol.com; kathyseal@aol.com  
Subject: Exposition Light Rail

PY(1)

I am a teacher at a LAUSD school, James J. McBride School (for Special Education). Our secondary program uses public transport every day. Presently, we use MTA transportation, Santa Monica Municipal buses and Culver City Buses. The proposed Exposition Light Rail line would permit us to go to the CA Science Center, the Natural History Museum, IMAX, Afr-Amer Museum and other sites in that area more easily. Presently, it takes us approx. 1½ hours each way.) We

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rarely get to downtown LA because it takes too long. I would love to take my students to the Central Library, Bradbury Bulding, MOMA and other places downtown but have not because of the time it would take us to get there and back. Each year, we go to the Music Center for the Very Special Arts Festival but hire school buses to transport us. If the Exposition Light Rail is built, we could use public transport which is a much better learning experience for my students.

I, too, would gladly take public transport to downtown LA from my home in Venice. My aunt drives to Chinatown on a weekly basis to volunteer at the public library there. If the Exposition Light Rail line existed, she, too, would take public transport.

Having lived in France for 26 years, I am used to an efficient public transport system. Most of those years were spent in Paris. Granted, Paris is much smaller than Los Angeles but we DO NEED a better public transport system. I was born and raised in Los Angeles and one of the delights of living in Paris was that I no longer needed to own a car. Now that I'm back, I own a car again...

Please vote for the Exposition Light Rail line.

Thank you.

Sincerely,

Patricia Young  
24 Rose Ave., #C  
Venice, CA 90291  
email: eggfuyou@hotmail.com



DZC

### 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 will support Alternative one as well as supporting a monorail above the ground.

Alternative 2 and 3 will go through residential and SCHOOL areas which is absolutely

inacceptable as well as it wouldn't have the ridership!

How would you like to live across the street from a light rail ??? !! THINK ABOUT

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 MRS. DIANE ZAJAC Phone/Fax           

Address 10975 EXPOSITION BLVD.

City/State/Zip LOS ANGELES, CA. 90064

Mr. Zandt:

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: Gary Van Zandt [mailto:garyvz@earthlink.net]  
Sent: Sunday, June 10, 2001 9:32 PM  
To: MidCityWestside@mta.net  
Subject: Exposition Light Rail  
Importance: High

GZ(1)

I support Exposition Light Rail and I urge you to do likewise. }<sup>1</sup> Southern }<sup>2</sup>  
California is choking on traffic and buses just won't do } And the price of }<sup>3</sup>  
gasoline will do nothing but head upwards. }  
}<sup>4</sup>

We need more light rail!

#####

Gary Van Zandt  
170p4 Haynes Ln.  
Redondo Beach, CA 90278  
(310) 798-9990 (Phone)  
(310) 798-0064 (Fax)  
(877) 383-1682 (Interactive Pager)  
garyvz@earthlink.net

6/2/01

From: Mid-City WestSide  
Sent: Monday, June 11, 2001 8:47 AM  
To: 'Gary Van Zandt'  
Subject: RE: Exposition Light Rail



**COMMENTS**

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

MTA

Mr David Mieger,

I strongly oppose any transportation  
 on Sepulveda Blvd. and Exposition Row.  
 We do not have the ridership on this line  
 use Venice Blvd or Wilshire Blvd they  
 go to Santa Monica a direct route not  
 stopping halfway there like the Exposition  
 Row does. I will support a bike path  
 on Exposition Blvd.

Rita Zelden

(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 Rita Zelden Phone/Fax 310-445-1464

Address 11234 Pearl St

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



1(2)(c)

# 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 2 1/2 mile bike path from Venice and Robertson Blvd to Sepulveda 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 Robert Ziller Phone/Fax 310 445-1464

Address 11234 Pearl St

City/State/Zip Los Angeles, Ca



As for the Wilshire corridor, something needs to be done ASAP.  
The Wilshire Rapid bus is great, but it cannot support current passenger demand.

As a "choice" rider, I've used it several times.  
It's usually packed when I board the Eastbound bus at 14th & Wilshire, it's 3rd stop.

I'm a standee all the way to Western where it meets the Red-Line.  
Due to chronic overcrowding, I've witnessed drivers refuse boardings from Barrington to Fairfax.

It's a shame that LA, a world-class city, has to settle for a 3rd world transit solution for this very congested corridor.

I hope in the near future that funding will be available to complete the Westside leg of the Red-line subway, at least to Westwood.  
But for now, the Wilshire BRT appears to be the current alternative.

As for the Exposition line, I support the Light-Rail Alternative.  
Living 1 block from the right-of-way an a proposed station, I can't wait for it to be completed!

A Light Rail line provides High Capacity, Fast, Quiet, Pollution free transportation.

I do not support a 3rd world BRT solution for this corridor.

As a "choice" rider, I would choose to ride a rapid rail line over driving my automobile.

I would not choose to ride a bus over driving my automobile.

We don't need another bus line from LA to Santa Monica. We already have plenty.

At this time, there is no public transit that directly serves the new Olympic/Cloverfield Media Employment area.

The rail line's Olympic/Cloverfield stop will provide thousands of people that live or work in the area with a great alternative to their automobile.

If you've ever witnessed the daily morning backup on the Westbound Santa Monica Fwy from Cloverfield to Robertson, as well as the daily evening's eastbound hell from Lincoln to Downtown LA and beyond, you'll know why this rail line is so desperately needed.

In closing,

I'm sure the MTA and its predecessors have spent countless dollars on transit studies over the past few decades.

I'm sure they well know where transit is needed and which modality to use.

Building only 1 of the alternatives will not fulfill the Westside's current and future transit demands.

We need both, Wilshire BRT & Expo LRT to be built concurrently!

Thanks,  
Bob Zwolinski

Sent: Tuesday, June 19, 2001 10:21 AM  
To: 'BobZwol@aol.com'  
Subject: RE: Support for Wilshire BRT & Expo LRT

Mr. Zwolinski:

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: BobZwol@aol.com [mailto:BobZwol@aol.com]  
Sent: Wednesday, June 13, 2001 10:43 AM  
To: MidCityWestside@mta.net; SecondDistrict@bos.co.la.ca.us;  
FifthDistrict@bos.co.la.ca.us; don@bos.co.la.ca.us;  
molina@bos.co.la.ca.us; zev@bos.co.la.ca.us; Rriordan@mayor.ci.la.ca.us;  
bernson@c12.ci.la.ca.us; Jlgaspi@aol.com; jwalden@mayor.lacity.org;  
fasanajr@pcmagic.net; froberts@cityoflancasterca.org; BeAPro@aol.com;  
pam-oconnor@santa-monica.org; Friends4Expo@aol.com  
Subject: Support for Wilshire BRT & Expo LRT

BZ(1)

Bob Zwolinski  
1824 Euclid St #4  
Santa Monica, CA 90404-4619

I support Alternative 3, Wilshire BRT & Exposition Light-Rail.

We clearly need both options to be built.