

From: Mid-City WestSide
Sent: Monday, June 11, 2001 8:49 AM
To: 'nancy@courtcharts.com'
Subject: RE: No Fixed Rail on Expo

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: Nancy [mailto:nancy@courtcharts.com]
Sent: Monday, June 11, 2001 3:47 AM
To: MidCityWestside@mta.net; SecondDistrict@bos.co.la.ca.us;
FifthDistrict@bos.co.la.ca.us; don@bos.co.la.ca.us;
molina@bos.co.la.ca.us; zev@bos.co.la.ca.us; Rriordan@mayor.ci.la.ca.us;
bernson@cl2.ci.la.ca.us; jlgaspi@aol.com; jwalden@mayor.lacity.org;
fasana@pcmagic.net; froberts@cityoflancafterca.org; BeAPro@aol.com;
pam-oconnor@santa-monica.org; friends4expo@aol.com
Subject: No Fixed Rail on Expo

NANC (1)

Send buses to the areas where the population exists, not along the Exposition right of way where it enters a single family area. Many people are waiting for transportation on streets like Wilshire and Venice, not on National Blvd. or Motor Ave. A fixed rail solves relatively little in this sprawling city. Buses, on the other hand, can go all over the city and will serve more people. Tell the developers of Century City and Santa Monica to find their bonanza elsewhere. To destroy a neighborhood to build up a commercial area is immoral.

1
2
3

Issues:

Increased traffic with noise and air pollution on Motor Ave. and other streets throughout Cheviot Hills. Why destroy a viable and beautiful neighborhood? Cheviot is a quality resource for LA.

4

Visual blight and noise pollution to many homes adjacent to the tracks. Noise and safety issues within 50 feet of Overland Elementary school.

5

I grew up in the 50's in a pleasant residential area in Oakland CA. The backyard of my house was next to the tracks, where the electric commuter train passed through, from my neighborhood across the bridge to San Francisco. My family relied heavily on the train as our main source of transportation to The City. The train began running at 6 am for the early commuters and always woke me. The noise was horrible. The whistles and clickity clack of the wheels going over the rails interrupted the peace and quiet of summer evenings. We couldn't leave the windows open, or ever relax in the yard.

6

The trains were eventually removed and replaced by buses. We discovered we could select from better scheduling. The buses came more often and were able to go up into the neighborhood to stops where the train had never reached. Transferring was easier because there were more bus lines over a far greater area.

7

My brother-in-law Harry now lives in the Oakland Hills. He works in San Francisco. Always having been committed to public transportation, he tried with great gusto to take Bart to The City. But he was forced to face reality (as should the proponents of LA's fixed rail). Unless he left home a good hour earlier than his Bart departure, he could never find an available parking space at the Bart station. When he could find parking, he had to leave the car baking in the sun all day long.

8

Harry thought seriously about riding a bike to the station. He changed his mind after his neighbor had an accident in early morning traffic while on his bike. When my brother-in-law had to work late, he found that Bart had stopped running for the day. To get home, he switched to the bus, but found that it didn't go to where his car had been parked. Harry simply couldn't depend on the rigid scheduling of Bart. He discovered that many of his pro-Bart friends who worked in the City had the same problems. Fixed is Limited!

9

So he switched to the bus system. Even though he lives far up in the hills, a commuter bus stops not more than 300 feet from his house. And, because the bus is relatively quiet, it runs later in the evening and into the neighborhoods without disturbing anyone. With almost door to door service, he can sleep in an hour later. He leaves his car in his garage all week. He absolutely loves the bus!

10

A few fixed rail lines will not eliminate the huge problem we have in this sprawling city. We need many buses in place before we use up all the money on expensive fixed rail trains.
From: Mid-City WestSide

11



COMMENTS

TN (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 do not believe BRT along Wilshire Blvd. will be acceptable to communities along this route, adding clutter to Wilshire. The Metro Rapid Bus will have to suffice. Since a Red Line subway extension under Wilshire is not presently possible, the Expo Corridor remains the Westside's only hope for rapid transit.

Downtown L.A. has trunk LRT lines either operating, being built, or about to be built to the south, north, and east. In need of being added to this trunkline LRT system is the underserved Westside. The Expo Corridor should be built as LRT to attract riders out of their autos. Because of the high percentage of auto ownership here, the Curitiba experience is not applicable to L.A. LRT can be built in segments to accommodate funding requirements other than wasting resources on higher-operating-cost BRT which would have to be replaced in the future.

The Cheviot-Hills-forever Venice/Sepulveda dogleg could be turned into an asset by placing a single track without stations along the MTA-owned bypassed right-of-way. Express trains could use this faster route inbound during the morning rushhour and outbound in the evening rushhour with limited stops on the remainder of the line. Local trains would continue to serve the dogleg section as well as other sections of the line.

(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 T. A. Nelson, P.E. Phone/Fax (323) 462-5500

Address 2563 Dearborn Dr.

City/State/Zip Los Angeles, CA 90068



SCANNED
 IN RMC

COMMENTS

JUN 15 2001 MNCL

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 Myla Neuman Phone/Fax ⁽³¹⁰⁾ 470-4911 , Fax ⁽³¹⁰⁾ 358-8450
 Address 2550 Veteran Avenue, 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



COMMENTS

MAY 25 2001

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

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

5.21.2001

M N (2)

Re: Project Alternatives for Bus Rapid Transit vs Light Rail Transit
 in West Los Angeles

Dear Mr. Mieger,

I am writing you to let you know that I strongly oppose project alternatives 2 (Wilshire BRT and Exposition BRT) & 3 (Wilshire BRT and Exposition LRT), but that I am in favor of Alternative 1 (Wilshire BRT).

I am opposed to alternatives 2 & 3 because Exposition does not service high density activity centers, and because the LRT is too costly to build and maintain. More importantly the quality of life in our neighborhood would be greatly damaged by adding this type of transportation in the middle of our residential neighborhood. These projects would also greatly increase traffic, noise and safety concerns for everyone who lives here.

I support Alternative 1 because the Wilshire rapid bus has huge ridership, and it goes through major destinations.

Please take our concerns into consideration, and do not pursue alternatives 2 or 3.

Sincerely,

Myva Newman

Myva Newman
 3558 Veteran Avenue
 Los Angeles, California 90064

Cc:

Supervisor Yvonne Burke
 Hall of Administration, Room 866
 500 West Temple Street
 Los Angeles, California 90012

West of Westwood HOA
 PO BOX 64496
 Los Angeles, California 90064

Supervisor Zev Yaroslavsky
 Hall of Administration, Room 821
 500 West Temple Street
 Los Angeles, California 90012

Mayor Richard Riordan
 200 North Main Street, Suite #800
 Los Angeles, California 90012

(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 Myva Newman Phone/Fax (30) 358-8450
 Address 2558 Veteran Avenue
 City/State/Zip Los Angeles, CALIF. 90064

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



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 CONNIE P. NGUYEN Phone/Fax (310) 477-5913
Address 11241 PICKFORD 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.net



COMMENTS

DN(1)

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

I live at 11922 Exposition Blvd.] 1
 the train will go right in front of my
 house, therefore I'm opposed to the] 2
 light rails.] I do not think this would] 3
 help the traffic.

(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 Denise Nofziger Phone/Fax 310 473 3973
 Address 11922 Exposition Blvd
 City/State/Zip L.A. CA. 90064

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

CN(1)

June 3, 2001

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

Dear Mr. Mieger,

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

} 1
} 2

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

} 3
} 4

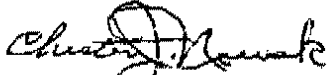
I would urge you to vote NO on any Busway option - this would be the most intrusive, dirtiest and least capable of the options under consideration.

} 5

Thank you for considering my position on this important matter.

} 6

Sincerely,


Chester J. Nowak
3020 Veteran Avenue
Los Angeles, CA 90034
(310) 475-1716



Like to go your own way? [Redacted]

Hotmail wowho15@hotmail.com

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Folder: Inbox

From: "Ilse Nusbaum" <ilse@msn.com> [Save Address - Block Sender](#)
 "Mid-City Westside" <MidCityWestside@MTA.NET>, <SecondDistrict@bos.co.la.ca.us>, <FifthDistrict@bos.co.la.ca.us>, <don@bos.co.la.ca.us>, <moline@bos.co.la.ca.us>, <zev@bos.co.la.ca.us>, <RrJordan@mayor.ci.la.ca.us>, <bornton@c12.ci.la.ca.us>, <jessie@aol.com>, <jwelden@mayor.lacity.org>, <faznanj@pcmagic.net>, <roberta@cityoflanterca.org>, <BoAPto@aol.com>, <pam-connor@santa-teronica.org>, <friends4expo@aol.com> [Save Address](#)

CC: "Seamus Tippit" <wowho15@hotmail.com> [Save Address](#)

Subject: No Expo rail without proposed detour

Date: Mon, 11 Jun 2001 19:42:45 -0700

Reply Reply All Forward Delete Previous Next Close

A stroll through the neighborhood from Overland Elementary School to Sepulveda along Exposition Blvd will show you how light rail would endanger the children of this community. The ROW passes right next to the school and in front of the children's homes, bifurcating the neighborhood. Light rail on this route would pose an unwarranted danger to the kids. This is not a nimbby issue. We're talking about a train in the front yard. A letter writer to the Westsider newspaper has called me myopic and naive for mentioning the physical and environmental hazards that would occur, pointing out that the rail line will surely not affect this neighborhood but will instead take commuters to destinations such as Sony Studios, detouring around the residential areas between LaCienega and Sepulveda.

Therefore, if rail is deemed to be inevitable despite the higher cost as compared with more and better buses on streets like Pico Blvd, I ask the MTA and Friends 4 Expo to be aware of the hazards to the kids at the Overland School -- and please to maintain their safety by requiring the detour. Thank you.

Ilse Nusbaum
 1115 South Elm Drive
 Los Angeles, CA 90035

Reply Reply All Forward Delete Previous Next Close

(Move to Selected Folder)

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Get notified when you have new Hotmail or when your friends are online, send instant messages, listen to music and more. Try the new browsing engine from Microsoft that makes it easy to get more from the Web. Get your FREE download of MSN Explorer at <http://explore.msn.com>



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Ilse Nusbaum
1115 S. Elm Drive #204
Los Angeles, CA 90035
310-286-3072

MAY 11 2001

IN (2)

April 30, 2001

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

Re: Opposition to Rapid Transit on Exposition Right of Way

Dear Mr. Mieger:

Of the three alternatives proposed for the Westside, Wilshire Bus Rapid Transit (BRT) is the most useful, least dangerous, least disruptive to the neighborhoods, least noisy, most flexible, and least costly.

1

A rapid transit route on Exposition would be much less effective for getting commuters to and from work than the Wilshire alternative, which has already proved to be greatly successful.

2

Please consider when deciding on rapid transit alternatives that kids and Light Rail don't mix. **Trains pose a grave and too-often-fatal hazard for kids**, as reported in the Los Angeles Times. It is inexplicable to me, therefore, that the newspaper's editorial department seems to favor this expensive, inflexible, noisy, and dangerous form of transportation on Exposition. Please do not select this transit alternative.

3

Sincerely yours,


Ilse Nusbaum

cc: Supervisor Zev Yaroslavy
Supervisor Yvonne Brathwaite Burke

JUN 15 2001

SCANNED
IN RMC

ε o c 1)

June 10, 2001

Mr. And Mrs. Edward Harrison O'Rourke
3027 Glendon Ave.
Los Angeles, Ca. 90034

Dear Mr. Mieger,

This letter is to inform you that as homeowners in the Westside Village neighborhood, we are opposed to the Venice/Sepulveda Diversion of traffic into our area. We are in support of the Light-Rail system, however the diversion into our peaceful neighborhood will be a nightmare. We oppose vehemently to the Venice/Sepulveda Diversion.

}
1
}
2

Sincerely,

Edward and Catherine O'Rourke



From: Mid-City WestSide
Sent: Thursday, June 07, 2001 8:42 AM
To: 'Jamesos@aol.com'
Subject: RE: NO ON WILSHIRE BLVD. DEDICATED BUSS LANE

Mr. O'Sullivan:
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: Jamesos@aol.com [mailto:Jamesos@aol.com]
Sent: Wednesday, June 06, 2001 12:49 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;
zav@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: NO ON WILSHIRE BLVD. DEDICATED BUSS LANE

While I am in favor of the Expo light rail in am definitely against the Wilshire dedicated buss lane..... Unless the city can find a way to get irrevocable right of ways through Beverly Hills and all the rest of the communities to the ocean. Only then could I lend support to it. This is not a NIMBY! I just don't want a rapid buss that stops at San Vincente.]

Thank You
James O'Sullivan

Danila B. Oder
530 S. Kingsley Drive, #402
Los Angeles, California 90020-3536

Jerval

DO (1)

April 13, 2001

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

Dear Mayor Riordan:

I support construction of a light rail line along Exposition and Venice Boulevards in Los Angeles. I have lived in Chicago where an extensive and heavily used public transportation system allows for greater residential density and less traffic and parking congestion than in Los Angeles. When light rail is sited, nearby property will appreciate and the riders will come.

} 1
} 2

This rail will allow connections to Culver City and Santa Monica without extending the Red Line, using an already wide right of way. It will benefit the museums and the beach. It will encourage people to visit Baldwin Hills. It will be a great assistance to people who live near downtown and work on the West Side, and vice versa. It will make Los Angeles more tourist-friendly. It will bring business to downtown Culver City.

} 3

I urge you to support this project.

Sincerely,

Danila B. Oder



LOS ANGELES, CALIFORNIA 90012
TEL: (213) 947-2480

OFFICE OF THE MAYOR

RICHARD J. RIORDAN
MAYOR

May 14, 2001

Danila B. Oder
530 S. Kingsley Dr. #402
Los Angeles, CA 90020

Dear Ms. Oder:

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

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

Thank you again for contacting the Mayor's Office.

Sincerely,

Maria Bouchereau
Constituent Services
Office of the Mayor



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.

MOC1

Melanie Okamura
3936 Bledsoe Ave 90066

As a homeowner living near the Venice/Sepulveda intersection, I was greatly concerned upon hearing about the MTA's plans to install a light rail system so close to my home. I did not feel adequately informed by the City of Los Angeles or the MTA about this proposal – a community brochure that was passed to me by a resident of Westside Village only made me worry more about the possible impact of a nearby rail system.

After reading the executive report on the transit proposals, I must strongly voice my opposition to the proposed diversion along Venice and Sepulveda Blvds. As a taxpayer, I am opposed to a costly diversion away from the existing and more direct rail route. I am in favor of the Exposition LRT proposal WITHOUT a diversion route.

Thank you

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

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

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

Mail sheet by Friday, June 15, 2001 to:
MTA, ATTN: David Mieger, One Gateway Plaza, Mail Stop 99-22-5, Los Angeles, CA 90001
(310) 365-8443 Fax: (213) 922-3060 E-Mail: MidCityWestside@mta.net

COMMENTS
Page 773



RO(1)

COMMENTS

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

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

] 1

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

] 2

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

] 3

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

] 4

Exposition Blvd. does not do that.

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

] 5

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

] 6

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

] 7

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

] 8

Develop the route that services more people.

] 9

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

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

Name Risa Okin Phone/Fax 310 475 6037
 Address 2554 Veteran Ave.
 City/State/Zip LA CA 90064

Mail sheet by Friday, June 18, 2001 to:
 MTA, ATTN: David Meeger, One Gateway Plaza, Mail Stop 99-22-5, Los Angeles, CA 90012
 (310) 356-8443 Fax: (213) 522-3060 E-Mail: MidCityWestside@mta.net



COMMENTS

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

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} 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 STEVEN OKIN Phone/Fax 310/475-6037
 Address 7554 VERDEAN AVE.
 City/State/Zip LOS ANGELES, CA 90004

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

11 May 2001

MAY 31 2001

SCANNED
IN RMC

G 0 (1)

LA County MTA
Attn: Louis Minger
1 Gateway Plaza
Los Angeles, CA 90012

Dear Sir:
Re: Light-Rail
System

We strongly urge your
support in defeating the
Venice Blvd / Sepulveda Blvd
light rail project. -

We do support the use
of Exposition Boulevard where
tracks are already in place
& at a cost much less.

Thank you for this
opportunity to help convince
you of this request.

Sincerely,
George and Lucinda Olsen
3592 Mirvale Avenue
Los Angeles, CA - 90057

From: Garytono1940@cs.com [mailto:Garytono1940@cs.com]
Sent: Monday, June 11, 2001 10:14 AM
To: MidCityWestside@mta.net; SecondDistrict@bos.co.la.ca.us;
FifthDistrict@bos.co.la.ca.us; don@bos.co.la.ca.us;
molina@bos.co.la.ca.us; zev@bos.co.la.ca.us; Rriordan@mayor.ci.la.ca.us;
bernson@c12.ci.la.ca.us; Jlgaspi@aol.com; jwalden@mayor.lacity.org;
fasanajr@pcmagic.net; froberts@cityoflancafterca.org; BeAPro@aol.com;
pam-oconnor@santa-monica.org; Friends4Expo@aol.com
Subject: Light Rail Needed.

GAO (1)

Dear Council Member:

Although I live in Simi Valley, I frequently make trips into downtown Los Angeles and feel that an efficient light rail system is vital to this energy short and transportation plagued area. A light rail system would go a long way to eliminate traffic congestion and over use of limited resources (electrical power and fossil fuel).

Thank you.

Gary T. Ono

2/3

From: Mid-City WestSide
Sent: Monday, June 11, 2001 10:36 AM
To: 'Garyton1940@cs.com'
Subject: RE: Light Rail Needed.

Mr. Ono:

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

We have logged your comment into the record.

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

Sincerely,

Mid-City/Westside project Team

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

SCANNED
IN RMC

W0(1)

Walter Oppenheimer
10601 Wilshire Boulevard, 1503
Los Angeles, CA 90024

June 11, 2001

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

Dear Mr. Mieger:

As a long time resident of Wilshire House, home to approximately 100 people and employer to over 80 people, located at the intersection of Wilshire Boulevard and Westholme Avenue, I strongly oppose the proposed installation of the Wilshire Bus Rapid Transit (BRT) by the MTA. 1

I join with other residents of the Wilshire Boulevard Corridor (between Comstock and Westwood Boulevards) in emphasizing the fact that speeding buses in exclusive lanes will only add to the congestion of this heavily traveled Boulevard. The installation of a BRT system along Wilshire Boulevard is a dangerous and destructive proposal. 2

The potential decrease in lanes for service vehicles, emergency vehicles and automobiles, to accommodate the exclusive bus lanes, will only add to the existing dangerous turn conditions, frequency of collisions, traffic noise, pollution, barely moving bumper-to bumper traffic and the number of frustrated drivers. It is unrealistic to believe that the Wilshire BRT will be a solution to traffic congestion on this street as the Westside 3

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. 4

Additionally, the increase in physical danger to both automobile drivers, pedestrians and residents, the noise, the increased pollution, the traffic upheaval, the inevitable loss of street parking, the impossible delivery conditions, and the inconvenience of a 2-3 year construction project will undoubtedly have an adverse impact on property values in this community as well as the tax base. The Wilshire Corridor is one of the most desirable and expensive residential areas in Los Angeles and should not be so negatively impacted by a system destined to fail. 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,



Walter Oppenheimer

MIO(1)

MITCH & BARBARA ORLIK
2562 KELTON AVE.
LOS ANGELES, CA. 90064
(310) 694-1080
Fax: (810) 461-0499


Supervisor Yvonne Burke
Supervisor Zrv Yaroslavsky
Mayor John Hahn
David Mieger, MTA

Dear Sirs and Madame,

We are writing to express our strong opposition to rail on Exposition.

We support Alt. #1. ²Wilshire Blvd. has a proven ridership. Rapid Bus on W. shire cannot keep up with the demand. Wilshire Blvd. Transit is used by both residents and tourists. Exposition does not have activity centers to support the predicted ridership. ³The Expo ridership increased with the detour when it went down commercial, not residential areas. ⁴It is too costly to properly mitigate. ⁵
⁶

We do not support rail on Expo. ⁷We do support the detour. ⁸

Sincerely

Mitch Orlik


Barbara Orlik

JUP(1)

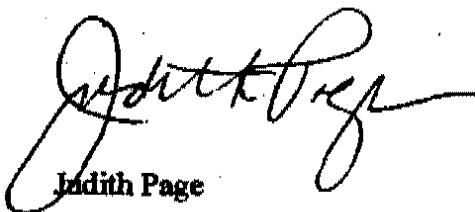
10742 Ashby Avenue
Los Angeles CA 90064


Mr. David Mieger
Los Angeles County Metropolitan Transit Authority
One Gateway Plaza
Los Angeles 90012





Dear Mr. Mieger,

I am a resident in the area of homes represented by the Westwood Gardens Civic Association. I am writing this letter to you on behalf of a majority of the homeowners in our neighborhood who do not agree with the decision of our Board of Directors to support Alternative 3. The board made their decision without consulting ANY HOMEOWNERS. Most homeowners I have spoke to support Alternative 1. Although Alt. 3 includes a detour of our neighborhood, many of us are concerned that the vocal voices of Friends 4 Expo may result in the detour being revisited and the route through our neighborhood reestablished. However unfounded this fear may be, it is certainly real to us. The Westwood Gardens Civic Association never attempted to take a formal survey of the homeowners. I want to make it abundantly clear that the board of directors of the WGCA does not represent the majority homeowner's view.

Sincerely yours,


Judith Page

 The Best New Cars Make The Best Used Cars

42




 alt
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JPC(1)

COMMENTS

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

The issue of school safety & noise was not addressed in the summary as well as the vibrations. I am opposed to any use of the right of way for transportation. L.A. needs more green space.

(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 JUDY PAGE Phone/Fax _____

Address 10742 Ashby AVE L

City/State/Zip LA 90064



COMMENTS

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

I am a resident of the 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 Geoff Palmer Phone/Fax 310-474-7375
 Address 2521 Veteran Ave
 City/State/Zip Los Angeles CA 90064

Mail sheet by Friday, June 15, 2001 to:

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

From: Mid-City WestSide
Sent: Tuesday, June 19, 2001 10:26 AM
To: 'Geoff Palmer'
Subject: RE: Exposition Right of Way

Mr. Palmer:
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: Geoff Palmer [mailto:proheli@earthlink.net]
Sent: Thursday, June 14, 2001 11:37 AM
To: Supervisor Burke
Subject: Exposition Right of Way

GEP(1)

I wanted to express my concerns and ideas about the proposed transportation corridor along the Exposition Right of Way in Rancho Park. I am a resident and home owner at 2521 Veteran Ave. This is approximately one block from the right of way.

I am opposed to any form of transportation along this corridor with the exception of a paved bike path. I feel that the noise pollution and vibration from trains moving along this corridor will be unacceptable. The right of way goes through far too many quiet residential areas, close to schools and is not located in a place that best serves the general public.

I understand that a recent study showed that if the transportation corridor is placed in areas where there are many destination centers, the ridership increases. If the purpose of the corridor is to serve the general public, then the Exposition Right of way is not the place for a train.

I feel that a greater need exists along the Wilshire Corridor. The idea of dedicated bus lanes is a far more effective way to increase ridership. A bus can use the fast dedicated lanes yet still has the ability to branch off on existing roads when the demand changes or the need arises. A train is a linear point to point form of transport with no options to vary the route when required. It is limited by the track it travels on. The Bus using existing roads is far more flexible, less expensive to operate, and requires far fewer expenditures to make it a viable operation.

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I believe a bike path is the best idea for the Exposition corridor. If promoted properly we could have an incredibly quiet and non polluting alternative form of transportation.

The weather and terrain are ideally suited for this type of activity and high usage could be expected. There is absolutely no reason why a bicycle path or bicycle freeway could not be an effective means of commuting here in Los Angeles as it is in other major cities of the world.

Lets keep the major transportation corridors where they are, in existing high use areas where they will be less disruptive and serve the most people. Lets keep our quiet neighborhoods quiet and our children safe from speeding trains by considering the bicycle option for the Exposition corridor.

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7

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JUN 15 2001

SCANNED
IN RMC

Roger A. Papet
2715 Selby Avenue
Los Angeles, CA 90064

RP(1)

June 13, 2001

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

Dear Mr. Mieger

I support Alternative 1 -- Wilshire Brt -- because it will serve the most transit riders on the westside. Extension of the subway to the westside is the best solution , but for now that is not being considered. Let us spend the money where the most ridership exists.

Sincerely



Roger A. Papet

For Alternative I | 6/9/2005

Attention

Board of Directors of MTA

When the National Council
of Westwood Boulevard and
Exposition Blvd; a bus stop
has been put; this bus stop
is not. The traffic
from the buses, cars, parking
cars with their cars, some
of the bus stop
is not a bus stop.

Please - no more - Thank You.

Mrs. Mollie Pearl
2587 Westwood Blvd
L.A. 90064, Ca.



IFELD

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.

By writing this comment I am stating my support for only the Wilshire Bus Rapid Transit Alternative or no project at all. I am concerned most with use of Exposition Blvd to any public transportation since that street is most often used by kids walking to elementary school. My son happens to attend Overland Avenue elementary school and Exposition Blvd is part of the route he and the babysitter with my 3 year old daughter normally takes. The school alone has Exposition Blvd on its backside. So for the safety of these kids I hope that Exposition Blvd will not be opened to mass public transportation.

IRIS PEDROSA

(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 IRIS PEDROSA Phone/Fax _____
Address 2052 VETERAN AVE
City/State/Zip LOS ANGELES CA 90064

From: Mid-City WestSide
Sent: Tuesday, June 19, 2001 10:26 AM
To: 'mapdesigns@earthlink.net'
Subject: RE: EXPOSITION LIGHT RAIL

Ms. Pelz:

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: Marla Pelz [mailto:mapdesigns@earthlink.net]
Sent: Thursday, June 14, 2001 6:36 PM
To: midcitywestside@mta.net
Subject: EXPOSITION LIGHT RAIL

SHF(1)

TO: DAVID MIRGER, MTA

This note is to advise you that I am totally opposed to light rail on the Exposition. I am totally for the use of Rapid Bus on Wilshire Blvd. The bus system has been working well and there is no need to change it. It would also be prudent to use the Rapid Bus on Venice Blvd. or Washington Blvd. as well.

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NO LIGHT RAIL ON EXPO - WE DON'T NEED IT TO TIE UP TRAFFIC ON SURROUNDING STREETS, CREATE NOISE IN OUR NEIGHBORHOODS AND CREATE SAFETY HAZARDS OR OUR CITIZENS.

4

Sharon Pelz
10934 Ayres Avenue
Los Angeles, CA 90064
(310) 474-1313

From: Mid-City WestSide



[Redacted search bar]

Hotmail wowho15@hotmail.com

Inbox Compose Address Book Folders Options

Messenger Calendar Help

Folder: Inbox

From: Maria Pelz <mapdesigns@earthlink.net> [Save Address](#) - [Block Sender](#)
 Reply-To: mapdesigns@earthlink.net
 To: midcitywestside@msn.net [Save Address](#)
 CC: wowho15@hotmail.com, seconddistrict@bos.co.in.CA.us, zov@bos.co.in.CA.us [Save Address](#)
 Subject: EXPOSITION LIGHT RAIL
 Date: Wed, 13 Jun 2001 19:10:19 -0800

Reply Reply All Forward Delete Previous Next Close

TO: DAVID MIEGER, MTA

This note is to advise you that I am totally opposed to light rail on the Exposition. I am totally for the use of Rapid Bus on Wilshire Blvd. The bus system has been working well and there is no need to change it. It would also be prudent to use the Rapid Bus on Venice Blvd. or Washington Blvd. as well.

NO LIGHT RAIL ON EXPO - WE DON'T NEED IT TO TIE UP TRAFFIC ON SURROUNDING STREETS, CREATE NOISE IN OUR NEIGHBORHOODS AND CREATE SAFETY HAZARDS ON OUR CITIZENS.

Sharon Pelz
 10934 Ayres Avenue
 Los Angeles, CA 90064
 (310) 474-1313

Reply Reply All Forward Delete Previous Next Close

(Move to Selected Folder)

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MAY 11 2001

SHARON PELZ
10934 AYRES AVENUE
LOS ANGELES, CA 90064
(310) 474-1313

SP(1)

May 4, 2001

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

RE: Exposition Right-of-Way

Dear Mr. Mieger:

As I cannot attend one of the three meetings on the above subject, this letter will serve to express my opinion.] 1

My support is for the Wilshire Bus Rapid Transit (BRT).] 2 It seems to be the best option as ridership numbers apparently are higher than expected and Wilshire Blvd. is a main line going into downtown.] 3

As destination has always been more important than how many people actually live along a bus/rail line, using a straight path from the Pacific Ocean to downtown would make the most sense.] 4 I recall an old service route that went from the beach area to downtown using Venice; perhaps a second BRT should be studied for Venice Blvd.] 5

Rail is not acceptable through school/residential neighborhoods.] 6 The noise of bells and whistles, the train noise and vibration, and the delay at major intersections does not have to happen when an alternative such as Wilshire Blvd. BRT is meeting the commuter's needs.] 7

Thank you for your attention to this matter.] 8

Sharon Pelz

cc: WOW HOA



27616

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 mile bike path from Venice and Robertson Boulevards to Sepulveda Boulevard.

2

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

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

Name Danny Kern Phone/Fax 310-701-3716

Address 25370 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



B P 11

COMMENTS

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

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

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

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

Exposition Blvd. does not do that.

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

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

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

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

Develop the route that services more people.

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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 Ben Perez Phone/Fax (310) 234-9429

Address 2561 Midvale Av.

City/State/Zip Los Angeles, Ca. 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) 365-8443 Fax: (213) 922-3060 E-Mail: MidCityWestside@mta.net



E P (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.

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Develop the route that services more people.

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

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

Name Emily Perez Phone/Fax 310 234-9429
 Address 2561 Midvale Avenue
 City/State/Zip L.A CA 90064

Mail sheet by Friday, June 15, 2001 to:
MTA, ATTN: David Nisger, One Gateway Plaza, Mail Stop 90-22-5, Los Angeles, CA 90012
(310) 366-8443 Fax: (213) 922-3060 E-Mail: MidCityWestside@mta.net

Terri Tippit

From: "Emily Perez" <e-perez@mediaone.net>
To: "Terri Tippit" <trtippit@earthlink.net>
Sent: Monday, June 11, 2001 10:55 PM
Subject: Fw: Alternative 1 re:ROW

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

From: "Emily Perez" <e-perez@mediaone.net>
To: <midcitywestside@mta.net>
Sent: Monday, June 11, 2001 10:48 PM
Subject: Alternative 1 re:ROW

- > I am a member of Westwood Gardens and I DO NOT support Alt. 3.] 1
- > I only support Alt. 1] 2
- > Our board did not poll it's members of the 3 alternatives and there are] 3
- many]
- > people that feel the same way about this issue as I do.] 4
- > Therefore I oppose to Alt.3 and SUPPORT ALT 1.]
- > Unfortunately our board is making decisions without letting us (the] 5
- members)]
- > know what is going on.
- >
- > Thank you,
- > Emily Perez
- >
- >

DPEL



June 5, 2001

Dear Mr. Mueger

We object strongly to the Light Rail going to Sepulveda and Venice Extension Blvd. would be less objectionable.

Please no Light Rail and Sepulveda Blvd.

Thank you
Dorcas Peterson
3017 Greenfield
L.A. Ca.

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: Joyce Peterzell [mailto:toyCarlady@earthlink.net]
Sent: Wednesday, May 30, 2001 10:36 AM
To: midcitywestside@mta.net
Subject: No on a Parking lot on Exposition!

JOYP (1)

Attention: David Mieger

Dear Mr. Mieger:

It has come to my attention that your office is considering putting a parking lot for the LRT or BRT projects between Military and Sepulveda on Exposition. This has not been made public as far as I know; I learned of it from a neighborhood flyer. I checked the proposals at the recent MTA meeting at the Veterans Hospital in West Los Angeles, and there it was!

]

1

When will you people down there realize that there are REAL people living right across the street from this proposed monstrosity? For years we have lived with the unsightly neglect of this area, first from Southern Pacific and now from the city.

]

2

Would you sanction such a parking lot near your home? I think not. All of us living on or near Exposition will VIGOROUSLY fight any attempt to put a huge parking lot in our area.

]

3

Sincerely,
Joyce M. Peterzell.

P

JOYAC13

From: Mid-City WestSide
Sent: Wednesday, May 30, 2001 10:38 AM
To: 'Joyce Peterzell'
Subject: RE: No on a Parking lot on Exposition!

Ms. Peterzell:

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

May 25, 2001

David R. Pettijohn
Post Office Box 641073
Los Angeles, CA 90064

D A P (1)

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

Mid-City/Westside Transit Corridor, Wilshire Bus Rapid Transit & Exposition Transitway
Draft Environmental Impact Statement/Draft Environmental Impact Report
California State Clearinghouse Number: 2000051058, Dated April 6, 2001

Dear Mr. Mieger:

I am writing you this letter to express my shock and dismay at the MTA's decision to renege on their commitment to homeowners not to build anything including parking lots on the Exposition right of way east of Sepulveda. It is now apparent that homeowners in Rancho Park were deceived by this commitment, and we must again band together to prevent the 270-space parking lot on Exposition east of Sepulveda from being built.

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In the DEIR/DEIS the MTA considers the following impacts to be less than significant with implementation of "mitigation measures".


- An increase in neighborhood noise at all hours of the day and night as commuters and other riders move through our neighborhood to park their cars and get to the Transitway. Think about 260 cars starting and warming up across the street from your house, would you not fight?
- An increase in neighborhood traffic for the same reasons listed above.
- A loss of privacy to all residences adjacent to the parking facility as riders will be able to look across the street into our residences resulting in loss of privacy.
- An increase in air pollution both from the construction of the lot and the increase in neighborhood traffic.
- The additional glare from Parking Lot lighting which will be on 24 hours a day 7 days a week producing a new source of light and glare for adjacent homeowner.
- Loss of property value to all homeowners, especially those in the area south of Exposition and between Sepulveda and Military.

3

I ask you, would these impacts seem "less than significant" if they were happening directly across the street from your living room window? And what does the MTA offer us as mitigation for these impacts? Landscaping and Fences, and oh yes, the promise to use best available technology to reduce glare. There you have it, you can build whatever you want even in a low-density residential neighborhood and all you need as mitigation is some chain link, a few bushes and a hood or two on the street lights. Why even bother to go through the sham of doing a DEIR/DEIS if you are going to insult the intelligence of the public you pretend to be serving.

4
5

Sincerely,



David R. Pettijohn

PP(1)

Los Angeles, 11 June 2001

LA County MTA,
Attn: David Mieger

Dear Sir,

This letter is to inform you that I am in total support of building the light rail line thru the Westside. I support both the Exposition or Venice/Sepulveda, the more lines, the better.

In this way I will be able to ride the train to points east, easily reach the Red Line, Blue Line, downtown.

Thank you,



Paul Petzi
3015 Greenfield Ave.
Los Angeles, CA 90034-3012

Howard and S. Louise Phanstiel
Wilshire House
10601 Wilshire Boulevard, Unit 403
Los Angeles, CA 90024

June 5, 2001

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

Dear Mr. Mieger:

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.] 2
The potential decrease in lanes for service vehicles, emergency vehicles and automobiles, to accommodate the exclusive bus lanes, will only add to the existing dangerous turn conditions, frequency of collisions, traffic noise, pollution, barely moving bumper-to-bumper traffic and the number of frustrated drivers. It is unrealistic to believe that the Wilshire BRT will be a solution to traffic congestion on this street as the Westside population grows.] 3
The negative safety and environmental impact of this proposal on the residents and employees of the Corridor overwhelmingly outweighs its benefits. The time saved by the Rapid buses is minimal yet the hazard the buses present to the health and safety of this community are insurmountably massive.] 4
Additionally, the increase in physical danger to both automobile drivers, pedestrians and residents, the noise, the increased pollution, the traffic upheaval, the inevitable loss of street parking, the impossible delivery conditions, and the inconvenience of a 2-3 year construction project will undoubtedly have an adverse impact on property values in this community. The Wilshire Corridor is one of the most desirable and expensive residential areas in Los Angeles and should not be so negatively impacted by a system destined to fail!] 5

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,


S. Louise Phanstiel

SLP/cal

JUNE 17, 2001

Jeri Phillips

DEAR MR. MIEGER,

I STRONGLY OPPOSE
THE PROPOSED INSTALLATION
OF THE WILSHIRE BUS
RAPID TRANSIT BY THE MTA

I, AS A SENIOR,
FIND I CAN'T CROSS THE
BLVD NOW IN THE
ALLOTTED TIME AND
THE TRAFFIC NOISE
IS DEAFENING. (ALREADY)

PLEASE RECONSIDER
THIS PROPOSAL

Jeri Phillips

P Jeri Phillips
10875 Wilshire Blvd
Los Angeles, CA 90024-4728

SUP (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 urge the MTA to build a light rail from West Los Angeles to downtown. A bus line is no longer satisfactory or sufficient.] 1

As the Executive Director of the Epilepsy Foundation, I represent about 90 thousand people with epilepsy in Los Angeles County. Many of those we serve are unable to drive because of seizures. This along with the totally abysmal public transportation in Los Angeles prevents thousands in our community from gainful employment, because they simply cannot get to work on a regular basis.] 2

I urge the MTA to build a light rail system that will be easy, convenient, useful and accessible to people with disabilities, such as those with epilepsy.] 3
The light rail line will increase people's ability to work and be productive, in spite of the fact that they cannot drive to and from work.] 4

When you consider the cost - consider also loss of taxes when people cannot work and be productive members of society because they cannot afford gas, car insurance and/or cannot drive.] 5

Susan Pietsch
28342 Rey de Copas
Malibu, CA 90265

Executive Director
Epilepsy Foundation
3600 Wilshire Blvd.
Suite 920
Los Angeles, CA 90010

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

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

Name _____ Phone/Fax _____

Address _____

City/State/Zip _____

Mail sheet by Friday, June 15, 2001 to:

MTA, ATTN: David Mieger, One Gateway Plaza, Mail Stop 99-22-5, Los Angeles, CA 90015
(310) 366-6443 Fax: (213) 822-3060 E-Mail: MidCityWestside@mta.net

COMMENTS
Page 803



COMMENTS

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

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

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

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

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

Exposition Blvd. does not do that.] 4

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

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

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

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

Develop the route that services more people.] 9

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

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

Name ARTHUR PLASZEWSKI Phone/Fax (310) 470-0395

Address 2508 KELTON AVE.

City/State/Zip LOS ANGELES, CA 90064

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

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



G P 11

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.

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] 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 GREG FLASZEWSKI Phone/Fax 310 470-0395
 Address 2508 KELTON AV.
 City/State/Zip LOS ANGELES CA 90064

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

) Ms. Plotkin:

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: Adelplot@aol.com [mailto:Adelplot@aol.com]
Sent: Friday, June 15, 2001 7:29 AM
To: seconddistrict@bos.co.la.ca.us; zev@bos.co.la.ca.us;
mayer@ci.la.ca.us
Subject: Against light rail along Exposition Blvd.

Dear Elected Official:

I strongly oppose having a light rail line developed on Exposition Blvd. in WLA. Exposition runs through a beautiful residential area which would be irreparably harmed by a rail line running through it. Given that there are wide boulevards nearby that can and do accommodate bus traffic including Pico Blvd., National Blvd, Sepulveda, Olympic, and Wilshire, it makes sense to add additional bus service to these lines.

I strongly urge you to vote against light rail on Exposition Blvd.

Adelle Plotkin
2733 Veteran Ave.
Los Angeles, Ca. 90640

)

)

From: Mid-City WestSide
Sent: Tuesday, June 19, 2001 10:28 AM
To: 'Adelplot@aol.com'
Subject: RE: Against light rail along Exposition Blvd.

JUL 11 2001

Irwin Pomerantz and Associates LLP

CERTIFIED PUBLIC ACCOUNTANT
LICENSED BY THE CALIFORNIA BOARD OF ACCOUNTANCY
50 NORTH LA CIENEGUA BOULEVARD, SUITE 203
BEVERLY HILLS, CALIFORNIA 90211-2246
PHONE (310) 652-9232
FAX (310) 652-1797

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*MEMBER OF
AMERICAN INSTITUTE OF
CERTIFIED PUBLIC ACCOUNTANTS
CALIFORNIA SOCIETY OF
CERTIFIED PUBLIC ACCOUNTANTS
NATIONAL CONFERENCE
OF C.P.A. PRACTITIONERS

IRWIN POMERANTZ
CERTIFIED PUBLIC ACCOUNTANT

KATHY HOFFMAN
MEMBER

July 9, 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:

My wife and I strongly oppose the proposed installation of the Wilshire Bus Rapid Transit (BRT) by the MTA.] 1

The Wilshire Boulevard Corridor (between Cornstock and Westwood Boulevards) is already adversely impacted by the combination of high volume, excessive speed, dangerous turn conditions, frequency of collisions, accidents, and traffic noise. Speeding buses in exclusive lanes will only add to the congestion woes of this heavy traveled Boulevard.] 2

It is most difficult and dangerous to cross the Boulevard safely now and at the intersections in the time allotted! Vehicles can be observed daily passing through red lights or cheating on the yellow light as they speed on the Boulevard. Cars exiting from the buildings on the Corridor are only managing to do so because of the jut-outs protecting them from oncoming traffic. Eliminating the center turn lanes will only further prohibit homeowners and residents from entering their buildings safely and conveniently. We can envision more accidents and fatalities as people stand indefensible on center islands from "run away" vehicles or try to "run" across Wilshire to catch a bus.] 3

If you were to observe the traffic flow in the westerly direction, you would see that there are daily traffic backups from the 405 Freeway back through the Corridor because of Freeway congestion. Cars are barely moving, bumper-to-bumper, suddenly changing lanes, going into side streets and coming out on Wilshire again, with frustrated drivers trying to gain some advantage to reach the Freeway. The amount of air and noise pollution emanating from the stagnant mass of cars and buses is horrendous.

Any new lanes for express buses would quickly see themselves filled up with these same frustrated drivers and their vehicles to no advantage to the proposed lanes! These buses will just be spewing out their emissions to the high-rise residents as they idle and fight] 4

for position in this section of the Boulevard. It is a dream to believe that this proposal will be a solution to population growth. The EIR is astonishingly biased and misleading in its view of the environmental and safety impact on the residents and employees of the Corridor.

6

The potential decrease in vehicle lanes to accommodate the bus lanes will breed an increase in CO emissions as traffic moves slower on balance through an area. Your EIR is negligent in not assuming an increase in pollution in certain pockets of Wilshire Boulevard such as would occur on the Corridor. Your statistics may hold up on average for the entire length of Wilshire Boulevard, but you would certainly adversely impact the pollution circumstances on the Corridor!

7

The Wilshire Corridor is one of the highlight residential areas of Los Angeles and should not be disturbed. One obvious suggestion to improve bus schedules on the Boulevard is to move ALL bus stops to the post-crossing position after intersections, not before intersections as many are situated now.

8

In section 3.13, the assumption that there will be a reduction of fuel consumption is questionable when one considers the increased slowdown of vehicles idling in the Corridor because of the Freeway congestion. In section 3.14, making people walk a number of blocks at night from new off-Wilshire parking locations from a side street location makes security a significant consideration as opposed to the EIR's "less than significant" conclusion. Why would you want to destroy the beautiful makeup of this quiet side street community to introduce parking lots?

9

10

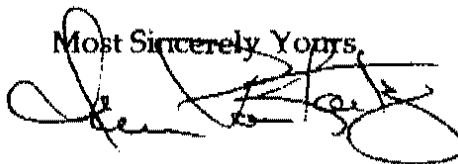
To make the Wilshire Corridor into a bus speedway (or a rail speedway) is one of the most ridiculous ideas ever proposed. The time saved by these speeding buses can only be considered minimal when one factors in the potential new hazard to the health and safety of the community. There will be insurmountable massive resistance because of the safety considerations, the noise, traffic upheaval, the impossible deliveries conditions, the inconvenience of a 24-32 month construction upset, and adverse impact on property values that your proposal risks for the community.

11

We encourage you to consider the light rail alternative along Exposition as being more sensible than "damaging" this outstanding residential area of the city. Thank you for your consideration.

12

Most Sincerely Yours,



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IN RMC

JOP(1)

Lawrence M. Powell
10375 Wilshire Blvd., #5G
Los Angeles, CA 90024

June 25, 2001

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

Dear Mr. Mieger:

We are very strongly opposed to the proposed installation of the Wilshire Bus Rapid Transit (BRT) by the MTA.

The Wilshire Corridor (between Comstock and Westwood Blvd) is a heavily traveled street. At many times during the day, traffic is backed up for 2-3 blocks and barely moving.

The Wilshire Corridor is one of Los Angeles finest residential streets. To add to the present heavy traffic, speeding buses in exclusive lanes, is completely unacceptable. Eliminating the center turn lanes can only cause more accident and more fatalities and both are already excessive on Wilshire.

Making the Wilshire Corridor into a bus speedway or a rail speedway would be ludicrous.

We urge you to find a more logical and acceptable route for this project.

Sincerely,

Joyce and Larry Powell
Joyce and Larry Powell

} 1
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} 6



PR3

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.

These comments are addressing specific items in the DEIS/EIR. My position on the three Alternatives can be summarized as follows: I fully support light rail on the Exposition corridor, and I am opposed to a BRT because we need to get people out of their cars and we can only accomplish that with light rail. Most people who own cars will not take buses.

1
2
3

Also, the Wilshire BRT will create a mess with cross traffic, curbside parking, and left turn lanes. Please consider making some improvements to the Metro Rapid bus system, and start and complete the Expo LRT right away. That will create a noticeable improvement on freeway and surface streets traffic.

4
5

Page 24: Please revisit the decision "to depart from the MTA owned right-of-way between Venice and Sepulveda in order to avoid the neighborhoods in the Cheviot Hills section of the corridor." There are very few residences along the ROW, and the tracks are below grade for most of the way. LRT has very little impact on the residents of Cheviot Hills.

6

Page 2-44: "The Exposition LRT system would use light rail vehicles identical to those used on the Metro Blue Line." I don't think that is correct because Expo LRT would use the P2000 cars from Siemens.

7

Section 2.0, Att. B: no cross section for the Westwood section and the interchange of Wilshire and the San Diego freeway. How can a dedicated bus line be accommodated in that area? See also Page 3.2-57.

8

Figure 2D-9: N. Olympic Boulevard: Where is the bike path at this section?

9

Page 3.2-38: Alternative 3: "This scenario has the fewest countryside vehicle trips, removing nearly 20,500 vehicles daily from the highway network." YES!

10

Continued on reverse page →

(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 INGEBORG PROCHAZKA Phone/Fax (310) 559-0823

Address 3734 CANFIELD AVE. #329

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.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.

STP(1)

(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 STEPHANIE PURCELL Phone/Fax _____

Address 2524 KEITON AVE

City/State/Zip LA 90064



JUN 13 2001

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B R 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.

I support Alt. 1

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

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

Exposition Blvd. does not do that.

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

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

The Wilshire Rapid Bus and Expo ROW parallel each other in Santa Monica. If you develop Expo ROW Santa Monica will have to 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.

Handwritten notes on the right margin, including a large bracket and the letter 'W'.

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

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

Name Richard Edwards Phone/Fax (310) 470-2757

Address 10942 EXPOSITION BLVD

City/State/Zip LA 90064 CALIF

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



JR (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.

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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 Jayce Raveri Phone/Fax (310) 470-8757
 Address 10942 EXPOSITION BL
 City/State/Zip L.A. 90024

Mail sheet by Friday, June 15, 2001 to:
 MTA, ATTN: David Mieger, One Gateway Plaza, Mail Stop 89-22-5, Los Angeles, CA 90012
 (310) 366-8443 Fax: (213) 922-3060 E-Mail: MidCityWestside@mta.net

JOYR(1)

May 17, 2001

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

Re: Exposition ROW

Dear Mr. Mieger:

We were unable to attend the Exposition Right-of-Way Hearing on May 15, but want to make our opinions known to you.] 1

We absolutely oppose using Exposition ROW for the Light Rail System!]²
Wilshire Blvd. and Venice Blvd. are much better suited to any type of bus system or rail system as they are almost completely commercial.] 3
We live between Sepulveda and Westwood Blvds., both very busy streets. There are frequent sirens emanating from emergency vehicles from these two streets, and I want to include Pico Blvd. in with them, as well as a lot of helicopter activity from the 405 and 10 Freeways. In the evenings there is constant noise from planes going right over our house to the Santa Monica Airport. With the addition of a light rail system (horns and whistles blowing, vibrations from the train and the dragging of machinery across the tracks at all hours) it will be an INTOLERABLE SITUATION.] 4

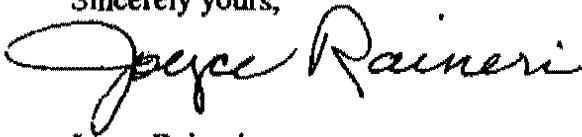
This peaceful neighborhood has some very stalwart residents – several hundred of us spent five weekends up to our knees in mud planting a beautiful parkway for people to use for walking, eventually riding their bikes, children to play ball, etc., etc. It has brought people together that never knew each other before. Everyone I talked to feels strongly against a rail system going through here.] 5
You will destroy a wonderful area to do what – transport riders to Santa Monica Civic Auditorium? The pier? Who cares about going there? You would never get the ridership you hope for from our part of town.] 6
It is our opinion that there are some special interests (from Santa Monica in particular) that keep popping up to reopen their case. At least one group we know of, the Friends 4 Expo Rail, *are no friends of ours!*] 7

If you are okay with a light rail system going into this neighborhood, do you want to buy my house??? There has been a Raineri living in our home since the early 1940's. We will do whatever it takes to redirect the route around us!

} 8
} 9

Thank you for the opportunity to let you know how we feel!

Sincerely yours,



Joyce Raineri
10942 Exposition Blvd.
Los Angeles, CA 90064



Bruno Raineri
10942 Exposition Blvd.
Los Angeles, CA 90064



Noelle Raineri
10942 Exposition Blvd.
Los Angeles, CA 90064

c: Mayor Richard Riordan
200 N. Spring St.
Los Angeles, CA 90012

Supervisor Yvonne Brathwaite Burke
500 W. Temple, Rm. 866
Los Angeles, CA 90012

Zev Yaroslavsky
500 W. Temple, Rm. 821
Los Angeles, CA 90012



JUN 13 2001

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NR (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.

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Develop the route that services more people.

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

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

Name Noelle Raineri Phone/Fax 310-470-8757
 Address 10942 Exposition Blvd.
 City/State/Zip LA / CA / 90064

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



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/¹
Exposition Row. The only thing we will support is the 2 1/2 bike path from } 2
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 Anthony Rancic Phone/Fax 310 - 442 4271
Address 51258 BALL 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.net



COMMENTS

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

MTA

Mr. David Mieger,

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 Venice and Robertson Boulevards to Sepulveda Boulevard. } 2

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

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

Name Teresa Ramirez Phone/Fax 310 479-5471
 Address 11738 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) 365-6443 Fax (213) 922-3060 E-Mail: MidCityWestside@mta.com

RR(1)

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

I am writing to express my strong opposition to the proposed Venice/Sepulveda diversion for the light rail system. I am in support of the rail system but see absolutely no need to divert from the existing MTA right of way.

} 1

It not only is a colossal waste of money, the proposed diversion will severely impact the adjacent neighborhoods in a negative way. The existing rail right of way is there for a reason, it is simply the best route through the area.

} 2

I urge you to utilize the existing right of way instead of spending additional funds for a clearly inferior proposal.

} 3



Ross Rappaport
Westside Village Resident

JXL(1)



Hard to keep track of those little yellow notes?

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From: jrd0444@aol.com [Save Address](#) - [Block Sender](#)
 To: secondstreet@aol.com, zsv@aol.com, midcitywestside@msn.net, riordan@mayor.lacity.org [Save Address](#)
 CC: wowhoar15@hotmail.com [Save Address](#)
 Subject: **Against Light Rail on Exposition**
 Date: Mon, 11 Jun 2001 23:14:35 EDT

Reply Reply All Forward Delete Previous Next Close

I do not support ANY transportation on Exposition Blvd. Exposition dow not have the activity centers to support the predicted ridership. Exposition goes through too many residential and school areas and not enough destination centers. Additionally, the bells and vibrations will be very detrimental to the homeowners that live along Exposition Blvd. or a few doors from Exposition.] 1

I also do not support placing a parking lot between Military and Sepulveda Blvd along Exposition.] 2

I do support Alt. 1. The proven ridership is on Wilshire Blvd. The Rapid Bus on Wilshire cannot keep up with the demand, and is used by both residents and tourists.] 3

Even though I do not support any transportation on Exposition Blvd - the ridership increased with the detour through Culver City when it went down commercial instead of residential streets.] 4

I did attend the hearing on Crenshaw Blvd. I listened to the speakers, looked at all of the exhibits and asked questions of the people manning the various exhibits to be fully informed.] 5

NO light rail for Exposition!] 6

Joan Redlich - homeowner
 2630 Veteran Avenue
 Los Angeles, CA 90064

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K (KEL)

Robert Rees
3483 Barry Ave.
Los Angeles, CA 90066

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

June 13, 2001

Dear Mr. Mieger,

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

1

Light rail would provide many benefits for me; put it in my back yard please. It would also make it easier for me to have access to the new resources downtown, such as Sci-Arc, MOCA, and Disney Hall. I live in Mar Vista and grew up in Cheviot Hills and I have become increasingly frustrated with the high volume of traffic on the Westside. Something must be done to reduce traffic in this part of the city.

2

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

3

A light rail line down Exposition would also have many benefits for the Los Angeles basin. The long-term economic growth of Los Angeles depends on the ability to move people and goods around the region easily and efficiently. For example, it could aid the revitalization of downtown, as more people who work on the West Side would choose to live downtown. It would also make our streets safer, as fewer people would need to drive and talk on their cell phones.

4

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

5

MAY 14 2001

Diana S. Post
Terry A. Reichelderfer, M.D.
1404 Comstock Avenue
Los Angeles, CA 90024
(310) 274-6943
FAX (310) 274-6859

TR(1)

May 11, 2001

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

Re: Wilshire Blvd. Bus Rapid Transit Program

Dear Mr. Mieger:

At 7 a.m. today, I was stuck in bumper-to-bumper traffic on Wilshire Blvd. in Westwood, because one lane of traffic had been closed in each direction for road repairs. Every afternoon the section of Wilshire Blvd between Comstock Ave. and Santa Monica Blvd., is like a parking lot with three lanes of bumper-to-bumper automobiles in each direction.

] 1

Westside residents are not going to give up their automobiles, despite attempts by city planners to make driving inconvenient.

] 2

I should not have to write a letter to tell you that the Wilshire Blvd. Bus Rapid Transit Program is a terrible idea. Build the Exposition Blvd. light-rail, build a subway, construct a monorail, but do not reduce the number of automobile lanes on the major roads in West Los Angeles.

] 3

Sincerely,

Terry A Reichelderfer MD

Terry A. Reichelderfer, M.D.

JUN 15 2001
SCANNED
IN RMC

JOSEPH REICHMANN
Attorney at Law
1429 COMSTOCK AVENUE
LOS ANGELES, CALIFORNIA 90024

JOR (1)


June 12, 2001

Mr. David Mieger, Project Manager
Mid City/ Westside Transit Corridor
LA County MTA
One Gateway Plaza
MS 99-22-5
Los Angeles, Ca. 90012

Dear Mr. Mieger:

I am in strong disagreement with the proposal to remove a lane of traffic on Wilshire near my neighborhood. I have lived on Comstock Avenue for 33 years and have watched the traffic become increasingly unmanageable. Now with the prospect of the Santa Monica Blvd. Project looming with years of construction, it is unacceptable to further impact one's ability to leave home. The Exposition Blvd. Transit route makes sense. Reducing a lane of traffic and adding a bus lane on Wilshire does not.

Sincerely,


Joseph Reichmann



COMMENTS

MR(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 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 MARTIN REINER (Home) Fax (310) 474-8240
Address 2568 MIDVALE AVE
City/State/Zip LOS ANGELES, CA 90064

Mail ahead by Friday, June 15, 2001 to:
MTA, ATTN: David Meier, One Gateway Plaza, Mail Stop 99-22-5, Los Angeles, CA 90012
(310) 360-8443 Fax: (213) 922-3060 E-Mail: MidCity/Westside@mta.net

Unread (17)

June 14, 2001
Mr David Meigs
L.A. County MTA
1 Gateway Plaza
MS-99-225
Los Angeles, Ca 90012

Dear Mr Meigs

I am writing to express my opposition to the building of a light rail system on the Exposition Right of Way.

Past studies and the present EIR supports the position that there will be inadequate ridership and will do very little to relieve traffic congestion on the Santa Monica Freeway. This will not significantly impact Westside streets. Lack of ridership has been outlined in the Executive Summary of the draft EIR. (Environmental Evaluation Summary, pages 29-32 titled Traffic circulation, Freeway impacts).

I found the figures presented to be quite confusing if not outright deceptive. There is no firm standard re: population density. Wildlife corridor + Expo are often put together. County wide figures are often used. The ridership area expected for the Expo line is inordinately large. One interesting fact emerges which shows that the impact of the line on the Santa Monica Freeway will not be a decrease but rather an increase of traffic.

Fixed transit lines do not take into account changes in population. Fixed lines are there forever while capital funds which could be spent on more flexible systems. The EIR report makes a great case for use of the

newer buses. It states among other things that buses have been developed which are quieter, less polluting and capable of moving a large number of passengers when redneckism dictates a need. After listing the remarkable benefits of bus transit you dismissed use of buses by going directly to development of light rail.

Our population is aging & many are also disabled. In my profession I see many homebound patients who are severely challenged or unable to meet their basic needs for medical care, food & other shopping. Ground transportation such as access vans are underfunded and scarce. After medical needs are met only after the person has become ill & is transported by ambulance to a hospital.

People with limited mobility need transportation which comes closer to their homes. They receive no benefit from a \$50,000,000 transit system located two miles from their home and which will take them nowhere near where they need to go. Use of transportation funds for light rail & subsequent subsidies to make up for inadequate redneckism will further impact the lives our elderly & disabled as there will be no money left over to serve their needs!

Sincerely,
 Lesley Reibold, DPH, PT.
 10241 North Main Drive
 Los Angeles, 90064

newer buses. It states among other things that buses have been developed which are quieter, less polluting and capable of moving a large number of passengers when ridership dictates a need. After locating the remarkable benefits of bus transit you dismiss use of buses by going directly to development of light rail.

Our population is aging & many are also disabled. In my opinion I see many homebound patients who are severely challenged or unable to meet their basic needs for medical care, food & other shopping. Present transportation such as access vans are underfunded and scarce. After medical needs are met only after the person has become ill & is transported by ambulance to a hospital.

People with limited mobility need transportation which comes closer to their homes. They receive no benefit from a \$50,000,000 transit system located two miles from their home and which will take them nowhere near where they need to go. Max of transportation funds for light rail & subsequent subsidies to make up for inadequate ridership will further impact the lives our elderly & disabled as there will be no money left over to serve their needs.

Sincerely,
Lesley Bissard, DrPH, PT.
10241 Mont Mar Drive
Los Angeles, 90064



CT(1)

COMMENTS

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

May 30, 2001

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

Dear Mr. Mieger,

I am a resident of West Los Angeles and am very much in favor of your Alternative 1-Wilshire BRT Project since it provides access to all the major businesses and recreational destinations for its' ridership.

I am very much against the Exposition LRT aspect of your Alternative 3 Project. I live on Military Avenue which parallels Sepulveda Blvd. If the LRT Project is implemented, I know drivers will use Military Ave. as an alternate route. For the 10 years that I have lived on Military Ave. I have not allowed my children to play in the front yard because of the constant flow of speeding traffic. Military Ave. is already like a thoroughfare for cars. A couple of years ago they put a 4 way stop on Brookhaven Ave. to slow down traffic between National Blvd. and Pico Blvd. but it has not worked. Even the police are aware the speeders because they are always hiding at Brookhaven Ave. to catch the drivers who do not stop and who are speeding. IF YOU PUT IN THE LIGHT RAIL SYSTEM IT WILL TRULY BE A SAFETY NIGHTMARE!

Even though my children are young adolescents now, I still will not allow them to play in the front yard for fear a ball may roll into the street and a speeding car will not stop should they try to retrieve the ball. I really would like speed bumps placed on Military Ave. since there are speed bumps on Military Ave. south of National Blvd. which is an issue I do not understand. FOR MYSELF AND MY FAMILY THE LIGHT RAIL SYSTEM WOULD BE A REAL SAFETY CONCERN. I AM VERY MUCH AGAINST THE ALTERNATIVE 3 PROJECT-THE LIGHT RAIL SYSTEM.

Thank you for acknowledging my concerns.

Most sincerely,
Cynthia Reston-Parham
 Cynthia Reston-Parham
 2608 Military Ave.

- Cc: *Supervisor Yvonne Burke (Room 866)
- *Supervisor Zev Yaroslavsky (Room 821)
- Ball of Administration
- 500 West Temple St. 90012
- *Mayor Richard Riordan
- *West of Westwood (if necessary, please continue your comments on the reverse side of this paper.) HOA

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

Name Cynthia Reston-Parham Phone/Fax (310) 424-1011
 Address 2608 Military Ave.
 City/State/Zip Los Angeles, Ca. 90012

SCANNED
IN RMC

SR(1)

1533 Calmar Court
Los Angeles, Ca. 90024-5347

7 June 2001

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

Re: Proposed light rail line on
Exposition vs. Wilshire Blvd.
dedicated busway


Dear Mr. Mieger,

My family has lived in Westwood since 1952, and we are extremely distressed about the proposal to dedicate one lane in each direction along the length of Wilshire Blvd. for the purpose of a busway. Traffic has steadily increased over the years and is already at gridlock stage on Wilshire Blvd., going West approaching Westwood Village and the San Diego Freeway and bottlenecking going East from Comstock into Beverly Hills. The proposed busway would create a more horrendous bottleneck by reducing the existing 3 lanes to 2 lanes for cars. Motorists trying to avoid Wilshire Blvd. have already made Beverly Glen Blvd., Comstock Ave., and Club View Drive a nightmare for residents. 1

We live near Beverly Glen between Wilshire Blvd. and Santa Monica Blvd., and find it very difficult to turn either North or South onto Beverly Glen. My mother's home is on Beverly Glen between Wilshire Blvd. and Sunset Blvd., and it is extremely difficult to get out of the driveway into traffic going either North or South. Most of the homes in the area do not have circular driveways, so one has to back into the street into a steady stream of traffic. Beverly Glen is already over capacity, with cars lining up as far South as Holmby Park in order to turn right onto Sunset Blvd. Besides the danger to residents trying to enter the already choking traffic flow, the ever increasing traffic noise factor is deafening. 2 3 4

It is our understanding that the Exposition light rail plan would be a relatively easy and lower cost alternative, as the MTA already holds title to the property and could tap federal and state funds already committed to the Westside. We also understand that there would be little improvement in the travel time for bus riders along Wilshire Blvd., while the Exposition line would provide a much faster travel time for more riders. This would certainly be a less disruptive alternative, especially as the population in this area is projected to grow significantly within the next decade, creating even more traffic. 5 6

Sincerely,


Susan Reuben

DR AND MRS ROBERT REYTO

10724 Wilshire Blvd #707
Los Angeles CA 90024
tel: 310 470-8999 Fax: 310 470-1790
e-mail: RSRLASER@aol.com

July 3, 2001

ROR(1)

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

Dear Mr Mieger:

I live at the Park Wilshire on Wilshire Blvd, and I am appalled at your proposed idea if having a bus lane in the middle of Wilshire Blvd. I would like to point out that this letter is not an attack on you personally, but an attack on the group of people who came up with an idea without giving a lot of consideration. Perhaps they have a reason, someone is padding their pockets. We residents are getting tired of this type of action.

1
2

I cannot believe that anyone who has safety as one of his concerns, would come up with such an impractical and unsafe idea. How do you propose to have people access the center of the street for boarding buses, without getting killed. Plus, does anyone consider the needs of the residents and merchants along the boulevard, how does one expect them to access their driveways. Wilshire is a beautiful, main street we should be proud of, and not overpower it with red buses.

3
4

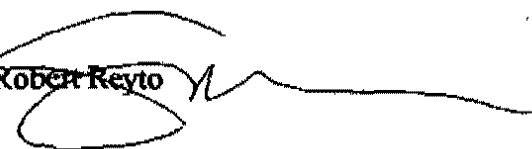
It seems that whoever came up with this idea did not really think about all the necessary details. In addition, no matter how many buses you add, the cars along the street will not be reduced, and you are just adding unnecessary pollution to our already bad air. If people in your department would look at the present RTD red buses, you would find that they are not terribly filled, but there are a lot of them. This arrangement seemed to have helped a few, but forgot about the majority. There seems to be very few of the old standard buses, and they are the ones that serve the riding population

5
6
7

We feel that the interruption in normal traveling along Wilshire Blvd will bring hardship to the whole community, and ruin our beautiful city with unnecessary "a bus or rail speedway". We would hope that your department will reconsider this, and propose a light rail system along Exposition, which is already somewhat that. This would be much more practical and feasible, and most likely a lot less expensive in the long run, not even mentioning the pollution reduction.

8
9

Thank you for your consideration.

Dr and Mrs Robert Reyto 



BRUCE

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 strongly in favor of increased mass transit; however, I think it has to be thoroughly evaluated **IN TERMS OF SURROUNDING RESIDENTS** as well as the population it is intended to serve. I would be in favor of this corridor **ONLY** if it preserves the existing nature of the Miracle Mile area (wide boulevard, attractive median, etc.) and it does not end up diverting more dangerous traffic off of the main artery (Wilshire) onto surrounding streets, which are not designed to handle that much traffic.

Bruce Rheins

Also, **NO SUBWAYS** or other pie-in-the-sky claptrap that's being spouted by the perpetual activists at this meeting. Los Angeles has unique environmental concerns that cannot be easily addressed by what works well in flatter, less shaky parts of the country.

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

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

Name _____ Phone/Fax _____

Address _____

City/State/Zip _____

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



COMMENTS

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

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

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

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 JES & VICKY RICHMOND Phone/Fax 310-470-9353
 Address 2528 KELTON AV
 City/State/Zip LOS ANGELES 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.com

COMMENTS

MRO (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 am in favor of the expo light rail proposal, which I believe is alternate #3. as the surface streets become increasingly congested there is a immediate need for ways to reduce the amount of traffic thru our city streets.

Will the bike path also connect to existing paths that run along the beach routes?

Thank you

m. robinson
box 360526
los angeles, ca. 90036

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

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

Name _____ Phone/Fax _____

Address _____

City/State/Zip _____

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

COMMENTS
Page 834



COMMENTS

MARR (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.

no light rail on Expo Wf.] 1

or

Light Bus] you don't have] 2

sidestep -]

Metro Bus - fast] 3

only in the most

congested Blvd. Where they are

really needed.]

(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 MARY Lou ROBLES Phone/Fax 310-474-2408

Address 10984 Exposition Bl

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



MARR(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.

- We, 10980, 10982 + 10984 Exposition Blvd. Support alternative 1, because there is need for BRT. There is ridership and it travels to downtown. I would like the same thing happen to Santa Monica and Venice Blvd. I bet it would be a great success.
- Exposition doesn't have the high density center.
- L.R.T. It is too costly to build & maintain and to properly mitigate the negative impact on our quality of life.
- Will increase traffic and safety concerns to our community.

MARY Lou Robles - 10984
Rolando Robles - 10982
Ofelia Perez - 10980

(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 MARY Lou Robles Phone/Fax 310-474-2408
Address 10984 Exposition Blvd.
City/State/Zip L.A. 90064 Cal.

Mail must be received by Friday, June 18, 2001 to:
MTA, ATTN: David Meager, One Gateway Plaza, Mail Stop 99-22-5, Los Angeles, CA 90012
(310) 368-8443 Fax: (213) 923-3050 E-Mail: MidCityWestside@mta.net

May 1, 2001

JONR(1)

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

Re: Support of Light Rail along Exposition Corridor

Dear Mr. Riordan:

I am writing to encourage you to join the growing number of grassroots supporters *and* the Los Angeles Times in **supporting light rail on the existing MTA-owned Exposition right-of-way.**

The recently released Mid-City/Westside Transit Corridor Draft EIR/EIS points out that light rail on Exposition would draw as many as 51,400 daily transit boardings at a cost of \$41 million per mile. This system would be a tremendous asset in relieving the increasingly congested Santa Monica Freeway. In comparison, a dedicated busway along Exposition would draw only slightly more than half the daily boardings of light rail at 29,000 (Executive Summary - pgs 18-19). Please don't shortchange the public by building a system that doesn't accommodate future growth.

The study area of this project encompasses 112 square miles and includes a population of 1.5 million people - the highest population within the metropolitan region. Within 20 years, the area is projected to grow by an additional 300,000 (ES - pgs 3-4), which will only exacerbate the problem unless effective transit solutions are built now.

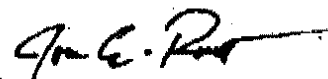
I urge you to take the bold steps necessary to help build a sensible light rail network that will serve the needs of all Angelenos. We need a system that can adequately provide for those that are dependent on public transit as well as those who would choose to use public transit because they are tired of wasting untold hours stuck in unpredictable traffic. Light rail in Los Angeles is the most sensible way to achieve these needs.

The Blue Line from Long Beach to downtown LA is arguably the most successful light rail system in the nation, with daily boardings of 60,000. Already under construction is the Pasadena to downtown LA light rail train that will open in 2003 and is expected to carry between 30,000 to 38,000 passengers a day upon opening. Link these two systems together with the proposed East LA light rail (15,000 projected daily boardings by 2020) and the Exposition Line, and it becomes clear that we are on track towards a comprehensive light rail system in Los Angeles.

In addition to supporting light rail, I describe myself as a YIMBY -- a "Yes in My Back Yard" person. I currently reside in a neighborhood that is less than 200 yards away from a proposed station stop at National and Sepulveda boulevards. It will be a great day in Los Angeles when I can leave my car at home and conveniently travel throughout the area on a safe, reliable, comfortable, and efficient light rail train.

The time to act is now. I urge you to take the bold steps, do the right thing, and encourage your colleagues on the MTA board to **support light rail along the Exposition Corridor.**

Sincerely,


Jon Root

Friends 4 Expo Transit

Enclosure: LA Times editorial, April 28, 2001

Los Angeles Times

MES.COM
1.39L/AM SUNDAY

SATURDAY, APRIL 28, 2001
CELEBRATING 100 YEARS

DAILY
DESIGNATED AREAS HIGH

LOS ANGELES TIMES EDITORIALS



JOHN P. PUERNER, *Publisher*

JOHN S. CARROLL, *Editor*

JANET CLAYTON, *Editor of the Editorial Pages*

Putting Westside on Rails

Take one look at the daily crush on the Santa Monica Freeway—or the major east-west surface streets—and there can be little doubt about the need for mass transit on the Westside. Yet other than a few freeway commuter buses, there's nothing. For years, the most thoughtful plan to ease traffic congestion has been held hostage to the self-fulfilling myth that Westsiders will never give up their cars. Now, a new report on the proposed Exposition light rail line should quickly put that misconception to rest and finally get this key transit project out of neutral.

The Exposition line would carry riders between Santa Monica and downtown in about 45 minutes; from there they could easily transfer to other lines—to Long Beach, the San Fernando Valley and, eventually, Pasadena and East Los Angeles. The 17.3-mile route, running largely along Exposition Boulevard near the Santa Monica Freeway, has long been a part of the Metropolitan Transportation Authority's planning because it would be relatively easy and low-cost to build. The MTA already holds title to the right of way, an old railroad line, and could tap federal and state funds already committed to the Westside.

The agency's environmental impact report, released this month, projects Exposition line ridership comparable to that of the Blue Line and more than the Green Line's. That's because the Westside has the highest population, 1.5 million, and employment density of any Southern California area. Moreover, while the next 20 years will surely see significant growth in both population and jobs in an already nearly gridlocked area, no significant expansion of existing freeway and

street networks is planned.

Residents along the Blue Line to Pasadena, now under construction, and the proposed Eastside extension have lobbied hard for those two transit alternatives. Meanwhile, the loudest Westside voices the MTA heard for years were those of Cheviot Hills and Rancho Park homeowners vehemently opposed to the prospect of trains running by their neighborhoods. A rerouted Exposition line now avoids those areas, dipping south to

include parts of Culver City. The line, which was frozen in planning limbo for years, has started to attract the grass-roots support it has long deserved.

But the line still faces high political hurdles on the MTA board,

starting with Yvonne Erathwaite Burke, the board's current chairwoman. Burke, a county supervisor, has long resisted this line, although in running through her district it would ease the commuting nightmares of many of her constituents. Burke has tied progress on the Exposition line to approval of a dedicated busway along Wilshire Boulevard for the Metro Rapid bus already running there. But the busway is likely to take up a lane on one of the city's busiest streets while yielding little improvement in the Rapid bus' travel time. The Exposition line, potentially serving many more riders, would be faster and less disruptive. Exposition merits approval without linkage to the Wilshire bus.

The MTA will hold a series of public hearings on the Exposition line report beginning May 7. Come July, after Burke rotates off as board chair, the MTA could take action, at long last green-lighting this worthy project.

A new projection boosts the prospects of a much needed line to downtown. The populace, it would appear, is not welded into automobiles after all.



LOS ANGELES, CALIFORNIA 90012
(213) 847-2409

OFFICE OF THE MAYOR

RICHARD J. RIORDAN
MAYOR

May 14, 2001

Jon Root
11109 National Blvd.
Los Angeles, CA 90064

Dear Mr. Root:

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

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

Thank you again for contacting the Mayor's Office.

Sincerely,

Maria Bouchereau
Constituent Services
Office of the Mayor



David Mieger, Project Manager
Los Angeles County Metropolitan Transit Authority
10 Gateway Plaza, Mail Stop 99-22-15
Los Angeles, CA 90012

MAY 09 20
SCANNED
IN RMC
GR(1)

Dear Manager Mieger:

As all plans all still are not finalized, please address the issue of a road to merge the "old red line" near from the shoals at Santa Monica to downtown Los Angeles. I specifically object to the proposed "dog-leg" avoiding the backside of Cheviot Hills going to Venice Blvd.

Costs for the "dog-leg" require additional drafting, engineering and environmental concerns, yet, the "dog-leg" would result in a longer travel time for the completed at an over-all speed lower than projected for the "old red line" route.

The "old red line" route existed long before Cheviot Hills became a public promotion. As such, the ownership of land and assessments for the "old red line" has are intact, or can be re-acquired at a smaller overall cost than the proposed

The Science Committee, to my knowledge, has twice reported to the MTA board the light rail transit over the "old red line" would be the most efficient from the and safety examination they conducted.

There is support in Cheviot Hills for the light rail transit over the "old red line". A small, vocal group has objected to that location — apparently on the my backyard argument. Fearful of increased population, can they honestly contend Cheviot Hills can avoid the projected population growth projected not only for Los Angeles, but for California, within the next twenty years?

Expo line requires light rail transit. Per car, the initial cost exceeds a bus but the it is requiring severe overhaul after five years — light rail lives for 30-40 years before cost needs occur. Our streets are shattered by HEAVY buses — another ten years, will the repair crews can patch the streets. For until light rail carries more passengers in comfort. In all the major streets the "old red line" crosses, transfer stations, as feeder and in with existing surface bus routes.

Only light rail transit belongs on the "old red line" — the public must insist on SWAYS are inefficient and in this song-centered region, a calamity is being prevented.

Yours truly,
Glenn W. Rosen

COMMENTS
Page 840

JUN 11 2001

MAXINE ROSENFELD

SCANNED
IN RMC

MAR(1)

June 8, 2001

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

Re: Wilshire BRT

Dear Mr. Mieger:

I am opposed to the installation of a median down the center of Wilshire Boulevard to accommodate the **MTA RAPID** busses. I feel this will cause havoc not only for the residents of the boulevard, but for the passengers as well in addition to making Wilshire Boulevard more dangerous.

Please take into consideration the disruption and chaos this will cause if this proposal comes to fruition.

Sincerely,


Maxine Rosenfeld

ER(1)

June 15, 2001
David Mieger, Project Manager
Los Angeles County MTA
One Gateway Plaza
Mail Stop 99-22-5
Los Angeles, CA. 90012

RE: Mid-City/Westside Transit Study

Dear Mr. Mieger;

On June 12, 2001, I finally received a copy of the DEIS/EIR which I requested over one month ago. With my schedule, that allowed me only one day to review it and respond.

1

Los Angeles needs transportation solutions, not a \$675,000,000 light rail (LRT) system along the Exposition corridor.

2

The MTA brochure, titled "Rapid Bus and Beyond", states that LRT costs 75 million dollars per mile to build. 16.7 miles @ 75 million equals \$1,252,500,000 (one billion two hundred fifty two million five hundred thousand).

3

I seriously question the "Financial Analysis and Comparison of Alternatives" tables 5-1A and 5-1B. These figures can't possibly be the difference between 1999 and 2001 dollars. Has the DEIS/EIR severely underestimated the cost to build the LRT along Exposition (and all its needed mitigations) by half?

4

Miscalculated construction costs bring into question the Annualized Capital and Operation and Maintenance costs per Transit Trip. What is the difference in subsidy to take an existing bus rider from a (lower) subsidized bus and transfer that rider to a (higher) subsidized mode of transportation?

5

By calculating only "New Daily" transit trips and operating costs the DEIS/EIR fails to articulate how much of our transit tax dollars will actually be spent to subsidize the combined total of new and existing transit riders. Moreover, the DEIS/EIR does not compare the costs per passenger on existing modes verses the new modes.

6

The DEIS/EIR estimates 51,400 daily boardings on the Exposition LRT. It has taken 7,100 boardings from the Wilshire BRT counts and added them to the Exposition LRT. Have these boardings been added as "New Incremental Daily" transit trips to Exposition LRT and how many of the 27,200 new daily transit trips represent Exposition? Do you subtract the 12,200 Incremental New Daily Trips on Wilshire Blvd. from the 27,200 Daily Transit Trips on Exposition?

7

If we are only adding about 15,000 new trips (or approximately 7,500 round trips) by building Exposition LRT are we really spending around a billion dollars to transport approximately 8,000 new riders? Is over 70% of the ridership calculated for Exposition LRT coming from existing public transit use?

8

On page 19 - "Executive Summary" - "Key Cost Features of the Alternatives", they have also listed new daily transit trips. Are there only 1,000 new daily transit trips between #2 and #2A? Number 2 - Wilshire BRT and EXPO BRT (total 19,500 minus Wilshire BRT 12,200 - 7,300 for Expo BRT) and #2A (Wilshire BRT and Expo BRT (MOS) (total 18,500 minus Wilshire BRT 12,200 - 6,300 for Expo BRT (MOS)). Why would you spend \$162,000,000 to carry 1,000 new transit trips?

In your "Community Update" pamphlet (Let us know what you think!) under the heading "Exposition BRT/LRT", the MTA states that the "Santa Monica Freeway (1-10) (is) one of the most heavily used and congested freeway(s) in the nation". The clear inference is that Expo BRT/LRT will relieve the gridlock on that freeway. However, the DEIS/EIS "Environmental - Traffic and Circulation - Freeway Impacts" (section 3.2) states there will be an increase in traffic volume .520% to 1.25% on the Santa Monica Freeway. MTA and their rail booster surrogates are deceiving the public.

This same brochure claims up to 50% reduction in travel time. Who's travel time? Existing bus riders; car speeds on or off the freeways?

There are 40-50 million cars in the County of Los Angeles. The DEIS/EIR "Environmental Evaluation Traffic and Circulation" (section 3.2) states that average vehicle speeds will decrease or increase 1/10th of 1% (under 26 mph) with BRT/LRT. Moreover, there will be a few hundred more cars on the Santa Monica Freeway under all alternatives considered. Table 2-8 BRT and LRT average 24 mph. If this represents a reduction in travel time, are transit riders only averaging 12 mph now?

I was most interested in your reference using emerging hybrid electric vehicles. If it were included in the modeling instead of Compressed Natural Gas (CNG) busses as an alternative to LRT, we would have dramatic differences in mitigation costs. This alternative would reduce moderate to severe impacts resulting from vehicle noise, emissions, vibrations and eliminate sound barrier and insulation costs. Whether you are low or middle income, who can afford central air conditioning, double insulation replacement windows plus the inability to find a buyer for your home?

We need an alternative to improve mobility for both transit dependent and automobile users. The use of a Hybrid Electric Rapid Bus should be studied on existing Venice Blvd. (Line 33), Olympic Blvd. (Line 2B) and Pico Blvd. (Line 30). Even Santa Monica Blvd. (Line 4) should be considered for Rapid Bus.

I contend that the MTA staff and the "Expo/4/Rail" people have appeared to be "joined at the hip" at every outreach meeting. MTA staff consistently gave tacit approval to their outrageously misleading facts and statements by making no effort to temper or correct them. MTA staff may well escape liability but will not escape the public and political wrath if this extravagant project does not produce the traffic reductions we all hope for.

19

I support the Transportation System Management (TSM) Alternative

20

and ask for a responsible discussion of the use of the Expo ROW for use as a hike path; abandoning the use of LRT from further consideration.

21

This community, my community of Cheviot Hills, supported Electric Trolley Bus veering off the Expo ROW at La Cienega. The Trolley bus would travel along Venice Blvd. to Lincoln Blvd serving the 22,000 plus riders on Line 33. It's time to re-visit that use of the ROW and study Hybrid Electric Propulsion buses.

22

Thank You,

Elizabeth Roth
3072 Motor Avenue
Los Angeles, CA. 90064

) Mid-City/Westside Project Team

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

From: Debby [mailto:dpuzzld@mediaone.net]

Sent: Friday, June 08, 2001 1:01 PM

To: seconddistrict@bos.co.la.ca.us; zev@bos.co.la.ca.us; midcitywestside@mta.net

Subject: expo right of way

Supervisor Burke
Supervisor Yaroslavsky
David Mieger

DR(1)

Re: rapid transit along the Exposition right of way

Providing the most transportation for the dollar should be your first concern.

The first choice for transportation dollars should be rapid transit along the Wilshire corridor where there is both high density housing and a multitude of business destinations.

If the Exposition right of way is to be used at all, please understand that any light rail proposal involving the Exposition right of way must detour around the educational and residential sector between Robertson and Sepulveda:

* This area has low density housing and will not provide as much ridership as will be available along the detour.

* The Culver City detour would serve many more people, both in terms of residence and business destinations, than the stretch of Exposition where it crosses Overland and Westwood.

* This stretch of Exposition runs past an elementary school where the constant train warning signals and whistles will be detrimental to the students' educational mission.

* Train crossing at major intersections will clog traffic at north-south junctions which are in close proximity to freeway on and off ramps, causing additional delays on Overland Avenue and Westwood Boulevard.

Put the transit where there are people to use it and where it will not exacerbate street traffic meltdowns already in existence at freeway entrances and exits.

Debby Rotter

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DR()

From: Salazar, Mariana
Sent: Friday, June 08, 2001 1:41 PM
To: 'Debby'
Subject: RE: expo right of way

Ms Rotter:

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,

THOMAS A. RUBIN, CPA, CMA, CMC, CIA, CGFM, CFM
2007 Bywood Drive
Oakland, California 94602-1937
Telephone/FAX: (510) 531-0624
e-mail: tarubin@earthlink.net

THIR(1)

David L. Mieger, AICP
Project Manager, Rail & Busway Development
Mail Stop 99-22-5
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, California 90012-2932

June 15, 2001

Via United States Postal Service and FAX: (213) 922-3060

re: Comments on MTA Mid-City/Westside Transit Corridor Draft EIS/EIR

Dear Mr. Mieger:

I am pleased to present my comments on the Los Angeles County Metropolitan Transportation Authority (MTA) Mid-City/Westside Transit Corridor Draft Environmental Impact Statement/Draft Environmental Impact Report (Draft EIS/EIR), April 6, 2001. (All references cited below are from the Draft SEIS/SEIR unless otherwise noted.)

My main concern is that this report is incomplete and requires substantial additional work to analyze transportation alternatives that have not been studied. In addition to those alternatives, such as a Busway/High Occupancy Vehicle/High Occupancy Toll lane couplet on the Santa Monica (I-10) Freeway, that have obvious transportation merit, MTA has failed in its affirmative responsibility to compare the "Build Alternative" to a Transportation System Management (TSM) Alternative that is the "best that can be done to improve mobility in the corridor without the construction of major new transit facilities."

This report, as is common with every study of this type that MTA has ever conducted, improperly focuses on the construction of specific high-visibility, expensive projects at the expense of vitally needed improvements in transit services that are actually far more useful to the numerous transit-dependent and near transit-dependent residents of Los Angeles County and other potential transit users. By carefully narrowing the scope of this study to only specifically selected types of high-cost exclusive transit guideways in a portion of the MTA service area, this study attempts to "justify" the selection of a locally preferred alternative of quasi-Curitiba-style corridor bus service and light rail with a projected capital cost of over \$1 billion (for the Wilshire Bus Rapid Transit [BRT]/Exposition Light Rail Transit [LRT] option) over many far more productive and cost-effective options that could provide greater mobility improvements and other benefits to more Los Angeles County residents at lower cost and be implemented and operating far sooner.

) I find MTA's methodology for this study extremely deficient, both in terms of professional standards and legal/regulatory requirements. As this report will be part of a Federal "new starts" grant application, MTA is required to study the Transportation Systems Management (TSM) Alternative. MTA has not properly satisfied the TSM requirements. 5
6

The FTA's Technical Guidance on Section 5309 new Starts Criteria ("Technical Guidance"), July 1999 requires a minimum of three alternatives in most circumstances, including this one (§4.2.2., page 31):

"Many of the New Starts criteria require comparisons between the proposed New Starts project and two baseline alternatives, a No Build alternative and a TSM alternative. The baseline alternatives are designed in such a way as to distill the transit benefits of each proposed New Starts investment. While the appropriate new Starts project and baseline alternatives in each corridor will depend on local circumstances, a consistent approach must be followed in defining these alternatives. 7

"Project sponsors should recognize that they will need to generate information on the No Build and TSM alternatives during the Preliminary Engineering (PE) and Final Design phases. Although these baseline alternatives may no longer be real options for local decision-making purposes, they will serve as essential baselines for computing FTA's project evaluation measures."

Technical Guidance describes the Transportation System Management (TSM) alternative as a "second baseline case." TSM is defined as (*Id.*, §4.3.1.2, page 36):

"[T]he No Build Alternative plus lower cost transportation improvements (i.e., lower cost than the Build Alternative) which represent the best that can be done to improve mobility in the corridor without the construction of major new transit facilities." (Emphasis added.) (See also *id.* at page 32 §4.2.2.2., page 32.) Inside the corridor, the TSM alternative analyzed "should offer approximately the same level of transit service (coverage, route spacing, peak and off-peak headways, etc.) as the Build Alternative or the Project, as defined below." 8

Analysis of both a "No Build" alternative and a TSM alternative, as well as analysis of the Project ("Build Alternative") is required in New Starts and related funding requests¹. 9

¹ *Id.*, sections 4.2.2.1, 4.2.2.2.

A new Final Rule for this type of study, 49 CFR 611, as adopted, abolished the separate requirements for No Build and TSM alternatives, substituting a single "baseline alternative" comparison requirement (Proposed rule, 64 Federal Register, 17070-71, Appendix "A").

The Final Rule was not promulgated until December 7, 2000 (*Federal Register*, (continued...))

¹(...continued)

Volume 65, No. 236, pp. 76863-76884). Implementation was stayed for 60 days on February 9, 2001 (*Federal Register*, Volume 66, No. 28, pp. 9677-9678. Therefore, this Final Rule did not go into effect until April 10, 2001, when the 60-day period ended without further action being taken by the Department of Transportation. As this Draft EIS/EIS is being prepared during the interim period while the Final Rule was being adopted, it is wise to review the "new" Final Rule for changes in requirements from the previous standards. (A review of the DEIS/DEIR shows that MTA followed the "old," vice "new," rules for this study. For example, §§2.2.1-2.2.2, "No Action Alternative (Baseline)" and "Transportation System Management (TSM) Alternative," respectively, show that MTA studied both a "No Build" and a "TSM" Alternative for Wilshire, a requirement of the "old," but *not* the "new," Rule. Several other obvious points, including the reporting of cost per new passenger, a requirement under the "old" rule that was dropped from the "new rule, further prove that this DEIS/DEIR was prepared under the "old" rules.

Under the new Final Rule, this Draft EIS/EIR *still* non-compliant. It is clear that the "baseline alternative" under the "new" Rule is, for all practical purposes, the "old" TSM alternative, *not* the No Build Alternative. Several subsections make this understanding unquestionable:

A. §611.5, "Definitions," page 76880 – "Baseline alternative is the alternative against which the proposed new starts project is compared to develop project justification measures. Relative to the No Build alternatives, it should include transit improvements lower in cost than the new start which result in a better ratio of measures of transit mobility compared to cost than the No Build alternative." Note that the "No Build" alternative is specifically identified in the last phrase as something *different* from the "baseline alternative."

B. Appendix A, page 76883 – "Depending upon the circumstances and through prior agreement with FTA, the baseline alternative can be defined appropriately in one of three ways. First, where the adopted financially constrained included within the corridor all reasonable cost-effective transit improvements short of the new start project, a no-build alternative that includes those improvements may serve as the baseline. Second, where additional cost-effective transit improvements can be made beyond those provide by the adopted plan, the baseline will add those cost-effective transit improvements. Third, where the proposed new start project is part of a multimodal alternative that includes major highway components, the baseline alternative will be the preferred multimodal alternative without the new start project and associated transit services.

C. VI., Section-by-Section Analysis, E., §611.9: Project Justification Criteria, page 76871 – "In response to comments submitted on this issue and in recognition of the desire to simplify the new starts process, this Rule eliminates the requirement for separate no-build and TSM alternatives, and instead requires that the proposed new start be evaluated against a single 'baseline alternative.' The baseline alternative is best described as transit improvements lower in cost than the proposed new start, which result in a better ratio of measures of transit mobility compared to cost than the No Build alternative; the 'best you can do' without the new

(continued...)

The following is presented verbatim from Table 2-3, "Transportation System Management (TSM) Operating Characteristics," page 2-9:

"Transit Service: Rapid bus on Wilshire slightly improved in peak and midday (3 minutes peak service in both directions, 6.6 minute base). Selected bus route changes incorporated per Westside Bus Service Improvement Study to improve service on more productive routes, modify service on less productive routes, and modify routings as appropriate to connect to major destinations and/or transit hubs.

Operations: Double-articulated buses (80 feet long) projected to be needed on the Wilshire/Whittier rapid bus line by 2020. Rail operations identical to No Action²."

¹(...continued)

start investment." Note the similarity of this last phrase to the "best that can be done to improve mobility in the corridor without the construction of major new transit facilities," *Technical Guidance* §4.3.1.2, page 36 – the *definition* of TSM.

The DEIS/DEIR thus is required to perform a valid comparison to a TSM/Baseline Alternative under both the "old" and the "new" rules, to do a comparison to the "best that can be done;" it thus satisfies the requirements of *neither* the "old" *nor* the "new" Rules.

² "Trains would run every 4 minutes in the peak period for the two branches of the Red Line from Union Station to Wilshire/Western and to North Hollywood. Peak Period train frequency on Blue, Green and Pasadena lines set at 5 minutes. Off-peak service is set at 10 minutes for each of the two Red Line branches; and 12 minutes for the Blue, Green and Pasadena Lines. Bus service frequencies largely similar to existing schedules." Table 2-2, "No Action (Baseline) Operating Characteristics," page 2-8.

Without going into great detail in this document, the above paragraph raises a large number of issues, including:

(1) From my research of Red Line operations, and conversations with senior MTA managers, it appears that it is not currently possible to operate four minute headways on the two Red Line "branches" West and North of Wilshire/Vermont, with six minute headways as their current minimums. Four minute headways would require the reduction of headways in the "common (joint use) section" of the alignment East of Wilshire/Vermont to approximately two minutes, which is also significantly beyond the capability of the existing Automatic Train Control and related systems, and would require a substantial upgrade, probably at a cost in excess of \$100 million, to achieve. I can find nothing regarding such a program, or such an expenditure, in the MTA Draft 2001 *Long Range Transportation Plan for Los Angeles County (LRTP)*, February 2000.

More importantly, however, is that there is little reason to believe that there will be a demand for this level of operation. The FSEIS/SEIR for the Red Line, as

(continued...)

I believe that what is laid out above as the TSM alternative is actually far from even a minimum program that could begin to be considered as "best that can be done to improve mobility in the corridor without the construction of major new transit facilities" – the Federal standard for the TSM alternative. Specifically, elements that meet this requirement that were *not* considered as part of the TSM option for this study, but should have been, include, but are not limited to:

1. The existing Rapid Bus Line 720 on Wilshire/Whittier has been, without any doubt whatsoever, the outstanding accomplishment of MTA since its inception, as documented in *L RTP* (pp. 2-29/48). However, further improvements to the operation of this line, *beyond those discussed in the Baseline and TSM alternatives*, have a significant likelihood of increasing ridership even further at very low cost. Specifically, Line 720 has been operating under a capacity limitation since the day it started service. As has been shown by the success of the Consent Decree (CD) that resulted from *Labor/Community Strategy Center v. MTA (L/CSC v. MTA)*, an increase in the capacity of MTA bus lines results in increases in transit ridership.

²(...continued)

constructed, July, 1989, projected a daily ridership of 298,000 in the year 2000 (§1.3.2, "Operating Characteristics," page 2-1-46) with 3-4 minute headways in the "common section" and 6-8 minutes headways on the North and West Branches (Table 2-1, "Preliminary Year 2000 Service Frequency: Null Alternative and New Locally Preferred Alternative," page 2-1-51). As Red Line ridership is current at approximately 125,000 (<http://www.mta.net/corporate/depts/scheduling/averages/rdshpavg.htm> for April 2001, which is only approximately 6,000 over the comparable data for the first month of North Hollywood operation), it would appear that Red Line Ridership would have to increase to at least approximately 250% of the current level (or to over 300,000) before ridership would exceed the original design capacity. As the *highest* level of urban rail ridership in the *L RTP* was approximately 350,000 daily ("2025 Strategic Plan") for *all* urban rail lines in Los Angeles County, including the Los Angeles, Pasadena, and Eastside Blue Lines and the Green Line, among others, it is not understood why any increase to this level of Red Line service needs to be contemplated during the remaining working life of any current MTA employee.

(2) The headways for the other rail lines also appear questionable, although for different reasons. The Long Beach Blue Line is currently operating at five minute peak headways and is near capacity, even with upcoming consist lengthenings. While increases in Blue Line capacity over the next 25 years may be desirable, getting headways under five minutes for street running light rail is extremely difficult. The Pasadena Blue Line is shown with a capability to operate at lower headways, although the requirement for this appears questionable, particularly if three-car consists are operated, as this line is planned for. Five minute headways on the Green Line would appear to be necessary only if MTA contemplates single-car consists. In any case, the operations and ridership of these light rail lines have only a secondary impact on ridership in the corridor under study, as none of these operate in this corridor, nor are any direct operating connections even contemplated.

Also, while Line 720 currently uses traffic signal preference as one of the main components in the increase in vehicle speed (along with limited stop service), at the current time, this preference is limited to the City of Los Angeles alone. If similar signal preference were to be introduced in the Cities of Beverly Hills and Santa Monica and the unincorporated area of Los Angeles County along the route (all of which are within the Study Corridor) and East of the Study Corridor all the way to Montebello, there would be an additional increase in vehicle speed that would both make this line more attractive to additional new riders, including many riders who begin or end their trips within the study area, and decrease its costs of operation even further³. There are other well-known, and low cost, options such as "queue jumper" and bypass lanes that could further speed up both Line 720 and other Rapid Bus Lines through the Study Corridor. None of these options appear to have been pursued as part of the TSM alternative, even though they are exactly the type of low-cost improvements that could be used as examples of what should be so included.

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In addition, while the DEIS/DEIR uses the success of Rapid Bus to promote BRT, it carefully points out, "This apparent success is offset, however, by heavy traffic congestion during rush hours periods that slows bus speeds to below 5 mph on many segments of the route" (Executive Summary, page 6). What the DEIS/DEIR does *not* mention is that this problem is most critical in the City of Los Angeles Central Business District (CBD), which is *not* part of the study area. If additional bus speed improvement/transit preference options were to be investigated in the CBD, bus speed could be significantly beneficially impacted⁴. Such options could range from further traffic signal improvements designed to benefit bus all the way up to exclusive busways through the CBD. None of these options for the CBD have been studied, because they are outside of the Transit Corridor in this DEIS/DEIR, *even though such improvements would provide substantial benefits to the users of transit lines that originate in and travel the vast majority of their trips within the study area.*

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³ As vehicle speed increases on a transit line, as else equal, the transit system gets more "work" out of each vehicle/train and operator each shift. The reason is, faster vehicles can make more round trips in a shift, thus reducing the number of vehicles required to meet a given headway.

Offsetting this, of course, is that the faster speed increases demand, which generally requires more buses to be operated to handle the increased loads. However, even where added runs are required, this is an extremely cost-effective method of increasing transit usage, in fact, one of the most cost-effective such methods commonly encountered.

⁴ It is extremely important to recognize that adding, for example, five miles an hour of speed is *far* more important to a current five miles per hour section than it is for a current twenty mile per hour section. Indeed, such an improvements would cut six minutes off the time to travel a mile in the former case, while saving only 36 seconds in the latter.

The costs of many, if not all, of such options are well within the limitations of the TSM alternative definition. I find it particularly interesting that MTA has studied BRT along the individual alignments studied in the Corridor, but has *not* studied the use of many of the elements of BRT that would significantly benefit the many users of bus lines on streets such as Seventh Street and/or Broadway, which have several times the number of buses per hour as even the Line 18/20/720 family, the most heavily utilized bus line in the United States.

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- 2. Expansion of the MTA Rapid Bus program, *as proposed by MTA itself and documented in the LRTP*. On page 2-47, we see no less than *twenty-two* additional proposed Rapid Bus lines, to be implemented in three phases over the next few years. Several of these lines operate in or through the study corridor. This does not even consider other existing and potential alignments for additional Rapid Bus routes.

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It is absolutely incomprehensible how the TSM for this study could *not* include these Rapid Bus improvements. In addition to simply including these lines in the TSM option, the types of further improvements and enhancements discussed in the preceding section should also be applied, in many cases, to the other Rapid Bus lines in the LRTP. Given that Rapid Bus has been demonstrated as being extremely successful in *exactly* this corridor, and that MTA itself has clearly indicated that it expects to be quickly implementing many lines in the study area, not including them in this study is, without any question, wrong and indefensible.

- 3. There is a very simple, and well proven way to increase transit ridership at a very low cost per new riders: Lower the fares.

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When the Southern California Rapid Transit District (SCRTD) lowered its cash fare from 85¢ to 50¢ at the beginning of its 1983 fiscal year, and kept it there for three years, SCRTD unlinked trips increased over 40%, with morning and afternoon peak ridership up 42% and 38%, respectively. The cost of this fare reduction was less than 20% of the .5% Proposition A Transit Sales Tax (less than a .1 cent sales tax). As I demonstrated in *Lower Fares for the Los Angeles County Metropolitan Transportation Authority - A Proposal from The Environmental Defense Fund, The Natural Resources Defense Council, The Coalition for Clean Air, The Asian Pacific American Legal Center of Southern California, and Communities for a Better Environment*⁵ the subsidy per new passenger for ridership increases through fare reductions would be in the low \$2.00 per passenger range, with most of this increased subsidy due to the costs to operate additional bus service within the load factor requirements of the CD. There is no option available to MTA has come remotely close to this extremely low taxpayer funding requirement while producing such huge ridership increases.

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⁵ This was presented to MTA during its public hearings for a fare increase in 1999, and I incorporate it by reference to this document.

By *not* including any of these, or similar, low cost, proven elements in the TSM alternative for this study, MTA has unfairly and improperly "tilted" the playing field to favor high cost guideway transit. If these elements *had* been included, they would have generated substantial additional ridership *without* the high cost of BRT or LRT, thus making these alternatives far less competitive. Indeed, I expect that even partial inclusion of some of these elements would have generated far more new riders than the BRT and LRT options combined – just as the 50¢ fare program generated an increase of 143 million unlinked trips a year – *all* new trips – in just three years, compared with total MTA budgeted urban rail ridership (Red, Blue, and Green Lines combined) of 54 million in fiscal year 2000 (FY00)⁶, with most of these being former bus riders. Of course, the cost of the fare subsidy program was a small fraction of MTA's billion-dollar-a-year-plus expenditures on rail during the period from the mid-1980's to today.

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I also find the use of MTA's transportation model to produce the results analyzed quite troubling. In the past, I have commented frequently, and at length, on the various flawed assumptions, improper analysis, and irrational results produced by prior versions of this model and the MTA modeling personnel⁷. For our current purposes, I am most concerned about the many serious problems that I noted in *Major Problems with Los Angeles County Metropolitan Transportation Authority (MTA) Long Range Transportation Plan (LRTP) Model And Evaluation Criteria*, which I provided to MTA staff during the LRTP process last Fall, and which I incorporate into this commentary by reference.

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I am specifically concerned with a serious error that was revealed in the model validation process. With such models, before they can be utilized to project future results, they must be carefully calibrated to ensure that they are producing useful, valid, *accurate* results. One of the most important steps in assuring that a model can usefully and accurately predict the future is to see how well it does in predicting the *past*. In this particular case, the model was utilized to "predict" the known values for transportation and transit usage for 1998.

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While it is never possible to recreate reality, and no model of this type can ever be expected to be 100% accurate, such models must demonstrate a reasonable ability to produce accurate results. I documented a large number of major discrepancies between the products of the MTA model and the known values for the base year. Of these problems, one of the most disturbing was *that the model overestimated rail ridership, compared to bus ridership, by over 22% for the known 1998 year*. This

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⁶ MTA, *Proposed Budget For the Fiscal Year Ending June 30, 2001*, Appendix 5, "FY01 Modal Operating Statistics," page 4-5.

⁷ See, for example, Thomas A. Rubin and James E. Moore, II, *Why Rail Will Fail: An Analysis of the Los Angeles County Metropolitan Transportation Authority's Long Range Plan*, Reason Foundation Policy Study No. 209, July 1996. This is a short version of a far more detailed analysis of the flawed 1995 MTA LRTP that I produced as an expert for plaintiffs in *UCSC v. MTA*.

gives rise to the question, if the model has this tendency to overstate rail ridership, compared to bus ridership, for a known past period, could it not also display similar overstatements for future periods?

Of course, while the overstatement of total ridership is very important, the key quantitative decision criteria is cost per *new* passenger. Because new passengers are only a small portion of total passengers, the overstatement of *new* trips by such an erroneous process is likely to be far more than the overstatement of total ridership.

From the data in the table on page Executive Summary - 18, "Summary Profile of Mid-City/Westside Alternatives," we can attempt to see the impact of such an overstatement. For Alternatives 1, 1A, and 1B, "Wilshire BRT," the Daily Transit Boardings are shown as 39,600 and Incremental New Daily Transit Trips are 12,200⁸. Alternative 2, "Wilshire BRT & Expo BRT (Full Length), the comparable figures are 65,300 and 19,500. By subtracting the Alternative 1x values for Wilshire BRT alone from the Alternative 2 values for the Wilshire BRT *plus* the Expo BRT, we can approximate the Expo BRT values as 25,700 and 7,300.

Turning now to Alternative 3, "Wilshire BRT & Expo LRT (Full Length)," we have comparable values of 83,900 and 27,200. Comparing these to the Alternative 1 values, we find that the values for Expo LRT are evidently 44,300 and 15,000. The first is 18,600, or 72% higher than the comparable value for the Expo BRT; while the second is 7,700, or 105%, higher.

These values certainly make the LRT alternative appear interesting. Part of the higher LRT ridership is undoubtedly due to it be a somewhat larger system: 17.3 miles for LRT vs. 16.7 miles for BRT,

⁸ I am having great difficulty in reconciling these values.

L RTP, Table 2-3, page 2-24, shows that there were 56,100 Metro Rapid (Rapid Bus) passengers approximately 90 days after Line 720 began service. This is exclusive of the Lines 18/20 local service and is for the entire route, Santa Monica to Montebello.

If BRT from Santa Monica to Wilshire/Western will carry a total of 39,600 daily transit boardings, and there would be 12,200 Incremental Daily Transit Trips, this appears to indicate that approximately 27,400 of the total 39,600 BRT daily trains boardings would be Line 720 Rapid Bus passengers who would become BRT passengers. (My understanding of the workings of the MTA transportation models and how such data is normally presented is that the 39,600 figure refers to ridership on BRT on Wilshire and nothing else, but that the 12,200 refers to the *total* new transit riders for the entire Corridor; therefore, it is not necessarily proper to merely net these two as I have done above. However, in this particular example, there does not appear to be much else that could have a major influence on new transit trips.)

This would mean that the Rapid Bus ridership West of Wilshire/Western would be 27,400 at present, while that East of this location would be 28,700 (56,100 - 27,400). I am not altogether comfortable with this breakdown, especially since I do not know how the model, and the reporting of these results, treats a trip on BRT/Rapid Bus that includes segments on both sides of Wilshire/Western.

17 vs. 20 stations, and 3,600 vs. 2,800 parking slots. Faster operation speed (24 mph average for LRT vs. 21 mph for BRT, 42 minutes from Seventh/Flower to downtown Santa Monica vs. 39/47 minutes [skip stop/every station stop]⁹) also evidently produces something of a ridership trend towards LRT. Finally, the bus network feeding the guideway transit system is not identical, although it is not possible to determine exactly what changes were made.

Even after all of these factors are taken into consideration and adjustments made, it appears that LRT produces significantly more riders, and new riders, on Expo than does BRT.

Why?

Oddly, there is no comment on this critical question in the DEIS/DEIR. For transit on a very similar guideway at roughly comparable speeds and with other conditions roughly comparable, the type of vehicle utilized appears to have a huge impact on potential ridership and new ridership — as reported by the MTA Transportation Planning Model.

Such models are *not* “Black Boxes” where the lid is opened, various ingredients dropped in, the box shaken, and the final results produced. The outputs of such models are determined to a very great extent by the data entered, of course, but, in this case, the data for the BRT and LRT alternatives appear to be not very much different.

The other key factor is the assumption, specifically, the logic that drives how the model allocates trips to modes. If the data is not significantly different, this raises the issue if the assumptions are somehow different. I have no specific knowledge of what these assumptions are, but past experience with the earlier versions of the same model raises certain questions:

1. Was a “modal preference” assumption made? In other words, was there a logic rule that, in simple terms, states that, all else equal, more people will decide to take a trip on LRT than on BRT? If this is the case, what are the exact details of the difference between the propensities to use BRT and LRT — especially as Line 720 has conclusively exhibited that Rapid Bus, a step *below* BRT, is widely popular in this Corridor?

More important, if there is such an assumption, what is the justification for it? What research shows that a greater tendency to use LRT, as opposed to BRT, can reasonably be expected to exist in this Corridor?

2. Were there other differences in the assumptions between LRT and BRT? For example, in the assumptions used for the 1995 LRTP, the experts working for the plaintiffs in *L/CSC v.*

⁹ Tables 2-7 and 2-8, “Wilshire BRT and Exposition BRT Operating Characteristics” and “Wilshire BRT and Exposition LRT Operating Characteristics,” pp. 2-33 and 2-44/45.

MTA discovered that the bus "walk distance" – the maximum distance that potential transit riders would walk to a bus stop – was one-quarter mile, but the rail walk distance was a full mile. This effectively made the geographic walk distance circle around a rail station sixteen times the comparable circle for a bus stop. There were additional assumptions in which bus and rail were treated differently.

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3. What are the reasons, in the evaluation of the people who prepared the model runs, that LRT produces so much higher ridership than BRT in this corridor?

34

I am very disappointed that one of the alternatives considered was not a pair of limited access lanes on the Santa Monica (I-10) Freeway, combining one, two, or all three of the following: busway, high-occupancy vehicle (HOV), and high-occupancy/toll (HOT). The El Monte busway is by far the most successful guideway transportation project in Los Angeles County, producing significantly more "transportation work" in moving people during peak hours than the four general lanes in each direction combined. While an I-10 high occupancy lane would undoubtedly be expensive and would present several technical difficulties, the very large potential benefits, coupled with the likely low capital cost, make it difficult to understand why this was never an option in this corridor study.

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In my opinion, the "jog" of the Expo line, be it LRT, BRT, or whatever, around the Cheviot Hills area is extremely bad policy. This would be, without any doubt, the fastest travel section of the entire Expo right-of-way due to the totally grade separation that already exists. By taking a longer route on surface streets at a far lower speed, many minutes will be added to travelers from one side of the detour to the other side, which appears to be a substantial number of the potential users of guideway transit on this alignment. The increase in riders from this jog does not appear to be significant¹⁰.

38

I fully recognize that many Cheviot Hills residents are opposed to guideway transit through their residential areas. However, there are residents and businesses in the impacted alternative areas in Culver City and the City of Los Angeles who their own valid concerns about rerouting through their areas. Given that the Cheviot Hills route is obviously far superior in terms of speed of travel, and that MTA already owns this alignment and its physical characteristics would appear to support a conclusion that construction would be both less expensive and less disrupting, I strongly recommend

39

¹⁰ It would be extremely useful if MTA would provide the details of its various model runs showing access, guideway boardings, deboardings, and through trips by station and line segment. I refer the reader to U.S. DOT/SCRTD, *Final Supplemental Environmental Impact Statement/Subsequent Environmental Impact Report – Los Angeles Rail Transit Project – Metro Rail*, July, 1989, Table 2-1, "SCRTD-predicted Daily Transit Boardings by Mode of Access: New Locally Preferred Alternative," page 2-1-47, and Figure 2-38, "New LPA Daily Boardings, Alightings and Link Volumes by Direction," page 2-1-49. MTA must have this data from its various model runs to produce various elements of this study, but these types of detailed analysis have not been produced in MTA guideway transit analysis for over a decade.

that this decision be revisited, and that, if BRT or LRT is to be constructed and operated in this area (which I do recommend at this time, pending the results of the more comprehensive and legally compliant analysis of TSM and other valid transportation options), that such route decision be based on the principle of "the greatest good for the greatest number."

I am extremely surprised that there is no direct connection for either BRT or LRT from the Eastern terminus of the Expo Corridor near the University of Southern California to the City of Los Angeles CBD. As the DEIS/EIR discusses, there will be a requirement for a non-revenue connector from the existing Long Beach Blue line to the Expo line if LRT is selected. It would appear that a large number of users of this guideway would have the CBD as their final destination, and that there are at least some others who would be interested in a direct connection to the other MTA urban rail lines that serve the CBD, and perhaps even Metrolink and the Green Line. Being forced to transfer for the last few miles of the trip to the CBD is illogical and undoubtedly drives away a significant number of potential riders. While there are obvious concerns about dedicated BRT or LRT lanes for this North-South connection, not going the last mile is a suboptimal solution.

I am unable to determine from the data in the DEIS/EIR what the speed advantage of BRT in the Wilshire corridor, compared to the existing Rapid Bus, is expected to be, and the elements of the speed advantage. From my own analysis, I am unable to determine much reason to expect a change, other than factors such as gaining traffic signal preference in the non-City of Los Angeles areas of the alignment, an advantage that is hardly unique to BRT. In short, how many minutes will full BRT save from Wilshire/Western to Santa Monica over Rapid Bus, and what are the details? Let us see how many minutes of time savings - if any - our tax dollars are paying for.

As I have pointed out above, I believe that there may be many far superior transportation options in this corridor that have significant potential to move far more people than the BRT/LRT Alternative, move them at far lower taxpayer cost, and be up and running in a fraction of the elapsed time. These options deserve the fair hearing that they are yet to receive, and which MTA is required, by statute and regulation, to provide to them and the people who will benefit from them.

In concluding my remarks, I demand the right of response to the MTA replies to the points I have made above. I have far too much experience with MTA "spin control" to allow MTA the uncontested "last word." In addition, I am making a Public Records Act requests for the financial models and output reports and the detailed specifications and output reports for MTA's transportation model runs. I also request a copy of the Final Environmental Impact Statement/Environmental Impact Report and the report to the MTA Board of Directors for its adoption.

Sincerely,

Thomas A. Rubin
Thomas A. Rubin

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COMMENTS

BER ()

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 very much in favor of the Lite Rail. I've been on Lite Rails and they are quiet, clean, and can save the city from the traffic that we have now, and each day we are in traffic jams. My hope is that it won't take too long (paper work, etc.). Remembering the red line street car from many years ago, it was wonderful. Let's get this city out of traffic jams. } 2 } 3 } 4

Bette Rudick
11332 Kingsland Street
Los Angeles, CA 90066
(E-Mail: rudick101@aol.com)

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

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

Name _____ Phone/Fax _____

Address _____

City/State/Zip _____

Mail sheet by Friday, June 15, 2001 to:
MTA, ATTN: David Mieger, One Gateway Plaza, Mail Stop 99-22-5, Los Angeles, CA 90002
(310) 365-6443 Fax: (213) 922-3060 E-Mail: MidCityWestside@mta.net

COMMENTS

LRUC1)

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 ARE WHOLEHEARTEDLY IN FAVOR OF THE EXPO LINE RATHER THAN THE BUS LINE ALTERNATIVE. THANK YOU . LARRY RUDICK, WESTDALE HOMEOWNERS ASSOC PAST PRESIDENT.

(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

Sent: Wednesday, May 30, 2001 8:45 AM
To: 'lorinrbg@earthlink.net'
Subject: RE: light rail support

Ms. Ruttenburg & Mr. Valla:

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: lorin ruttenberg [mailto:lorinrbg@earthlink.net]
Sent: Tuesday, May 29, 2001 9:59 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: light rail support

LOR(1)

Dear MTA Board Members,

As longtime citizens and taxpayers in Los Angeles, my husband and I want to express our ardent support for the Expo Line, connecting downtown to Santa Monica via light rail. THIS CITY IS IN FRIGHTENING SHAPE WHEN IT COMES TO TRAFFIC AND MOBILITY. WE ARE AT THE CONCLUSION THAT IT IS VIRTUALLY IMPOSSIBLE TO GO ANYWHERE AT ANYTIME. NO MATTER WHAT, THERE IS A TRAFFIC ISSUE SOMEWHERE. Additionally, projections for population increase in this city make the situation ludicrous! It's enough to make us want to leave this place, but that is impossible due to our work. The government needs to get involved and create solutions.

Please support the Expo Line as a start to becoming mobile in this L.A. It is desperately needed.

Thank you.

Lorin Ruttenberg (lorinrbg@earthlink.net) &
Sean Valla (isync4u@earthlink.net)

LOR(1)

From: Mid-City WestSide

COMMENTS
Page 862



COMMENTS

GIR(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.

Re: BRT

As a resident of Miracle Mile, I strongly oppose yet another bus system traveling along Wilshire Blvd. Rarely does any kind of public transportation enhance a residential neighborhood, which is what Wilshire Blvd. Is both immediately north and south.] 1

Removing parking also is undesirable as it becomes a general corridor, funneling traffic through, which is not conducive to business. People looking for parking over load residential areas. Drivers, frustrated by Wilshire signals divert to Eighth and Sixth streets, which are residential streets, and speed through, cutting off on the north/south side streets, endangering residents.] 2] 3

Removal of left turn lanes, not only inhibits automobile traffic, but ignores the effect on residents trying to get in or out from their homes. (As it is now, I have often waited behind 4 to 5 cars making a left onto Eighth, and recently, it has gone to 8 cars in off peak hours.] 4

I am not convinced that the present busses operate at capacity and if further need were needed, I'd rather see smaller, not larger public transportation vehicles (Not including subway cars or light rail rail).] 5

There are several other concerns I have about this plan, such as removal of a plant enhances median, speed traffic, but confine my comments to the above at this time.] 6

Re: Light Rail

At this point this looks like an idea that might work well for any reasons. Especially if it could be designed to be quiet.] 7

Ginna Rutter
806 South Ogden Drive
Los Angeles, CA 90036
323 939-5511
FAX 323 939-8782

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

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

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

JUN 01 2001

SCANNED
IN RMC

Friday, June 01, 2001

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

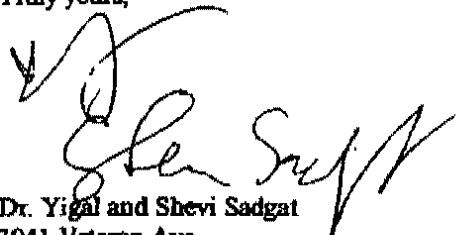
Y5(1)

Dear Mr. Mieger,

Although we support the light rail, we **STRONGLY OPPOSE** the proposed Venice/Sepulveda diversion. Please take whatever necessary steps to stop this plan.

] 1

Truly yours,



Dr. Yigal and Shevi Sadgat
3041 Veteran Ave.
Los Angeles, CA 90034
310-473-3631
YSadgat@gcte.com

MAY 18 2001

May 15, 2001

E C

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

Dear Mr. Mieger,

I support construction of a light rail line on the Exposition right-of-way. Due to increased traffic and gas prices, the time for another mode of transportation has come. And a great city deserves a great transportation system. An extensive city-wide transportation network allows people to have ready access to a myriad of destinations, thereby improving quality of life. Indeed, employees have access to jobs and there is less wear and tear on local roads.

1
2
3

As our population greatly expands, we need light rail to ease our automobile traffic burden and to attract people to public transit-a goal bus ways cannot accomplish. And light rail doesn't pollute or create more gridlock on city streets.

4

Now is the time to act. I heartily endorse this project and urge you to do the same for the sake of our city and ourselves.

5

Regards,

Barry Saltzman
319 S. Cloverdale Ave., #204
Los Angeles, CA 90036

)

From: Mid-City WestSide
Sent: Tuesday, May 29, 2001 9:02 AM
To: 'Salva, Carol'
Subject: RE: Support for Exposition Light Rail Transit

Ms. Salva:

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: Salva, Carol [mailto:Carol_Salva@probation.co.la.ca.us]

Sent: Friday, May 25, 2001 1:45 PM

To: 'MidCityWestside@mta.net'

Subject: Support for Exposition Light Rail Transit

CAS (1)

My mother and I are residents of Santa Monica. We strongly support the development of Light Rail between Santa Monica and downtown Los Angeles (the Exposition Light Rail Transit). My mother particularly remembers the red cars and the fabulous light rail system we once had. Thank you for your

) consideration. Sincerely, Carol Salva



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

Mary Kathryn Sancer

(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 MARY KATHRYN SANCER Phone/Fax _____
 Address 10930 AYRES AVE
 City/State/Zip LA CA 90064

KESC(1)

Dear Sir/Madam:

I am writing to urge you to support the development & implementation of "Light Rail" transit along Exposition Blvd. because it is a first defense against sprawl; it is exhaust-free; it is fast; and it will make Angelenos come out in large numbers to utilize it.

Please don't pass up this chance to offer LA a much needed addition of user-friendly mass transit.

Sincerely,

Keith sauter

} 1
} 2

From: Mid-City WestSide
Sent: Monday, June 11, 2001 8:49 AM
To: 'KEITH SAUTER'
Subject: RE: Exposition Light Rail

Mr. Sauter:

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: KEITH SAUTER [mailto:keith4f@earthlink.net]
Sent: Monday, May 14, 2001 11:19 PM
To: transportation@angeles.sierraclub.org
Subject: Exposition Light Rail



COMMENTS

HSC(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 would like to know why the MTA demands 120 lb. rail, i.e. main line, when "light, i.e. 80 lb. rail is more than ample?"

(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 Hans Schieder Phone/Fax 818-637-8572

Address 3288 Helton Ave

City/State/Zip LA CA 90034

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

JSC(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.

My name is Joshua Scherr, and I live at 3936 Bledsoe Avenue. I've lived there for only three weeks, but I've lived in LA for nearly eight years and have worked almost exclusively on the Westside. I am quite familiar with the traffic patterns near the Venice/Sepulveda intersection, and the mere idea of a massive construction project in that area makes me shudder. The congestion in our area is bad enough, and the construction of a light rail system will only add to the congestion in the area.

I am a first time homeowner; I had been saving up for a down payment for about six years, and my fiancée and I were very excited to move into our new home. We'd been living on a busy street with a lot of ground traffic, and we were thrilled to be able to hear bird chirping again. Imagine our shock when we discovered the MTA's plan to start a major construction project less than half a mile from our home.

What boggles my mind is that the MTA already has a very viable corridor for a rail line – the Exposition corridor, complete with an EXISTING TRACK – and yet, because the residents of Cheviot Hills spoke out, the plan is now to build a rail line where there is none, diverting the train on a wasteful dogleg through Culver City. What's more, the residents of Cheviot Hills seem to have gotten plenty of advanced warning of this project, yet as a resident near the proposed diversion, I only heard about it two weeks ago.

I confess that a large part of my concern stems from the MTA's handling of the LA subway system. I don't want to think about the idea of a bloated, overpriced construction project going on for years in my neighborhood, creating more traffic when there's already a ridiculous amount of congestion already.

I would ask that you please reconsider the diversion of the light rail line. I am certainly in favor of a viable, alternative form of transportation in Los Angeles, and I would certainly ride it, but the diversion will cause many more problems than it will solve.

Thank you,

Josh Scherr

(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 _____

From: Mid-City WestSide
Sent: Tuesday, June 05, 2001 10:19 AM
To: 'Hans Schieder'
Subject: RE: Expo Rail

Mr. Schneider:

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: Hans Schieder [mailto:ba593@lafn.org]
Sent: Tuesday, June 05, 2001 10:04 AM
To: MidCityWestside@mta.net; SecondDistrict@bos.co.la.ca.us;
FifthDistrict@bos.co.la.ca.us; don@bos.co.la.ca.us; molina@bos.co.la.ca.us;
zev@bos.co.la.ca.us; Rriordan@mayor.ci.la.ca.us; bernson@c12.ci.la.ca.us;
jlgaspi@aol.com; jwalden@mayor.lacity.org; fasanajr@pcmagic.net;
froberts@cityoflancafterca.org; BeAPro@aol.com; pam-oconnor@santa-monica.org;
Friends4Expo@aol.com
Subject: Expo Rail

HS (.)

Gentlemen:

I live on the West side and have to deal with the freeways constantly. They are congested to the point of total overload. What are you doing about it?

] 1

The old Exposition tracks lie abandoned yards from that freeway, and incredibly there continues a debate as to whether or not a train should be put on those tracks to relieve the congestion on the streets! Such stupidity is nothing short of astonishing in light of the success of the few rail lines already restored.

] 2

I demand that a train be put back on the Exposition lines and that it be done at once! It is about time that elected officials understand that they are servants of the public, not masters.

] 3

Sincerely,

Hans Schieder
Los Angeles

From: Mid-City WestSide
Sent: Monday, June 11, 2001 9:23 AM
To: 'Ed Schuman'
Subject: RE: EXPO light rail

Mr. Schuman:

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

We have logged your comment into the record.

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

Sincerely,

Mid-City/Westside Project Team

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

From: Ed Schuman [mailto:eschuman@mediaone.net]
Sent: Monday, June 11, 2001 2:22 AM
To: MidCityWestside@mta.net; SecondDistrict@bos.co.la.ca.us;
FifthDistrict@bos.co.la.ca.us; don@bos.co.la.ca.us;
molina@bos.co.la.ca.us; zev@bos.co.la.ca.us; Rriordan@mayor.ci.la.ca.us;
bernson@cl2.ci.la.ca.us; jlgaspi@aol.com; jwalden@mayor.lacity.org;
fasanajr@pcmagic.net; froberts@cityoflancasterca.org; BeAPro@aol.com;
pam-oconnor@santa-monica.org; friends4expo@aol.com
Subject: EXPO light rail

ESC(1)

My family and I are Culver City residents who STRONGLY FAVOR light rail. We see this as a matter of enormous importance for the future of the traffic-choked basin we all share. Thank you!

Edward Earl Schuman



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 SUPPORT 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 Janice Nelson Phone/Fax (310) 234-1112
 Address 2583 Midvale Ave.
 City/State/Zip Los Angeles, CA 90064

MAY 11 2001

SCANNED
IN RMC

May 10, 2001

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

SSH(1)

Subject: Comments on Mid-City/Westside Transit Corridor Study Draft EIS/EIR

Dear Mr. Mieger,

I have reviewed the subject Draft EIS/EIR, and wish to bring the following concerns to your attention and to the attention of the MTA Board.

Significant Adverse Impact on Intersections on Sepulveda Boulevard

The EIS/EIR indicates that there would be a significant adverse impact on major intersections on Sepulveda Boulevard, for both the Exposition BRT and Exposition LRT alternatives. (Ref: Table 3.2-26 and accompanying text on page 3.2-84 for BRT; Table 3.2-32 and text on page 3.2-92)

The EIS/EIR further states that the Sepulveda/National and Sepulveda/Palms intersections have *significantly unavoidable* impacts since feasible operational measures would not mitigate all identified impacts. (Ref: pages 3.2-106 and 3.2-108)

The Sepulveda/National and Sepulveda/Palms intersections are currently at a "jammed conditions" level of service during PM peak hours, and the Sepulveda/National intersection is at this level of service also during AM peak hours. (Ref: Table 3.2-1 and text on page 3.2-13)

In addition, Sepulveda Boulevard is posted as an alternate to the San Diego (I-405) Freeway, which frequently adds to the overload. How can BRT or LRT be considered where it would have significant adverse impact on an already unacceptable situation?

Adverse Impacts on Residential Streets

The EIS/EIR states that LADOT shall monitor traffic conditions on residential streets adjacent to the Wilshire BRT and Exposition LRT or BRT to determine if the project results in adverse impacts on residential streets. What good will this do *after* the project is completed? The adverse impact will have already occurred, and I can tell you that it will. For example, northbound traffic on Sepulveda Boulevard, in an attempt to bypass the Sepulveda/National intersection, now frequently turns east on Queensland Street and then north on Military Avenue to National Boulevard. This takes the traffic along both the south and east sides of the Clover Avenue School grounds, and so creates a hazard to school children as well as an adverse impact on the neighborhood. The adverse impact on the Sepulveda/National intersection (see above) will exacerbate this situation. (Ref: "Traffic Re-distribution Impacts into Residential Neighborhood Mitigations" on page 3.2-100)

Parking

For both the BRT and LRT alternatives, the EIS/EIR states that the loss of 157 parking spaces on Sepulveda Boulevard adjacent to the station at National Boulevard would constitute a significant impact if off-street replacement parking locations cannot be found, and that replacement parking strategy will seek to purchase replacement property for off-street replacement parking along

Handwritten bracket on the right side of the page, grouping the text into six numbered sections (1-6).

Sepulveda. What if replacement parking locations cannot be found? Businesses along that section of Sepulveda would suffer significant economic consequences. (Ref: pages 3.3-8, 9)

Traffic on Sepulveda Boulevard

No traffic reduction can be anticipated along Sepulveda with either the Exposition BRT or the Exposition LRT alternative. The motorists currently traveling along Sepulveda are not going to or from mid-city or Santa Monica, and so would not use the BRT or LRT. These motorists use Sepulveda to travel north or south primarily between Westside areas near Sepulveda and the LAX/beach city areas. The conversion of one traffic lane on Sepulveda with either alternative will increase, not decrease, traffic density.

Noise

The EIS/EIR states that with the Exposition BRT alternative, high noise levels would impact 90 single-family and 65 multi-family residences on Sepulveda Boulevard. The proposed mitigation is the construction of sound barriers 12 feet in height. At this height, the barriers would extend above the ceilings of the lower floors of the single-family residences and the first-floor apartments of the multi-family residences. These residents might as well live in a prison!

Widening of Sepulveda Boulevard and Narrowing of Sidewalks and Landscaped Parkway Areas

The Executive Summary states that the community has expressed strong opposition to any such widening, as it would require the narrowing of sidewalks and landscaped parking areas to 8 feet. This subject is raised as unresolved issue number 8 on page 24 of the Executive Summary, but is not discussed in the body of the EIS/EIR. This appears to be a significant issue that must be resolved before the project can proceed.

Conclusions

Given the concerns cited above, it would be wise to limit the project to one of the Minimum Operable Segments alternatives, 2A or 3A. It is unfortunate that the Board has ruled out the use of the former railroad right-of-way between Venice Boulevard and Sepulveda Boulevard, for this would have averted these concerns and saved a considerable amount of money.

Respectfully submitted,

Sheldon C. Shallon
11058 Queensland St.
Los Angeles, CA 90034

cc:

Westside Village Civic Association
Charles West, President
3461 Military Ave.
Los Angeles, CA 90034

EUSC10

Eugenia Shepard
PO 24063
Los Angeles, CA 90024

June 14, 2001

Dear MTA Board:

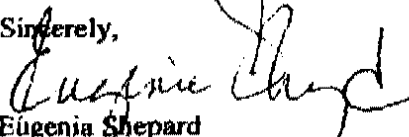
RE: Opposition to LRT on Exposition ROW

I am writing to express my thoughts regarding the proposal to resurrect the Exposition ROW in response to the city's growing need for rapid and effective public transportation for the City of Los Angeles. I would like to express these thoughts relative to the prevailing thoughts surrounding the proposal.

- 1) Exposition right of way allows LA to recapture its past as it prepares for the future - The problem is that while the red cars and the lines are great for nostalgia, they are impractical given the growth patterns of the city.] 2
- 2) Expanded busses on Wilshire - this is an urban area that is ripe for the provision of public transportation as evidenced by every developed city in the nation. Providing effective transportation could have the long-term effect of relieving Wilshire of many private autos.] 3
- 3) Exposition ROW will be a real benefit to tourists, students and workers - Exposition is not proximate to businesses, stores, restaurants or dense population centers. Therefore, it appears that the cities first and perhaps only opportunity to bring in light rail could be a real disappoint if not properly situated.] 4
- 4) Exposition ROW will connect the lower paid workers to high paying jobs on the Westside - Problem is the line won't go near the jobs like a Wilshire, Santa Monica, Pico or Venice bus route could. It's not a point to point solution.] 5
- 5) Exposition ROW will be much cheaper to develop because existing rail lines could be used - that's unlikely considering that the MTA is proposing state of the art trains. It appears development funds will be required regardless of location.] 6
- 6) Exposition ROW crosses the least number of intersections - that's probably so and that should reduce the likelihood of a car getting hit at an intersection and only leave nearby residents and their children at risk.] 7

Further, it appears that if we look at light rail in other major cities, a real effort has been made to connect dense residential areas to dense commercial areas to maximize usage. Wilshire is one of the most ideal routes to connect people and businesses.] 8

I would strongly recommend that before the MTA endeavors to permanently alter a neighborhood in a city where fewer and fewer collections of homes are neighborhoods, please be certain that the plan will offer the greatest benefit to the greatest number. This is a difficult decision and I hope you will carefully consider the future as well as present environment.] 9

Sincerely,

Eugenia Shepard
Resident, voter, taxpayer, concerned citizen, Laker fan

San Pedro, CA 90724
From: Mid-City WestSide
Sent: Tuesday, May 29, 2001 2:57 PM
To: 'David Shoucair'
Subject: RE: Exposition Light Rail

Mr. Shoucair:

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
Mariana

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

From: David Shoucair [mailto:shoucair@earthlink.net]
Sent: Tuesday, May 29, 2001 2:19 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

Dear members of the government,
I guess you still need to hear from people that such ideas are what's
needed for our city.
This is my vote for the project.
Sincerely
David Shoucair

DAVSC13
]



25(1)

COMMENTS

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

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

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 LAURA SCHLUMMER Phone/Fax 310/470-1810
 Address 10752 ASHBY AVE.
 City/State/Zip LOS ANGELES, CA 90064

Mail sheet by Friday, June 15, 2001 to:
 MTA, ATTN: David Mieger, One Gateway Plaza, Mail Stop 99-22-5, Los Angeles, CA 90012
 (310) 366-6443 Fax: (213) 822-3060 E-Mail: MidCityWestside@mta.net

DAN S(1)

Dear MTA Board Members,

You are about to commit a grave injustice. The Westside Lightrail Diversion along Venice/Sepulveda is just plain WRONG!! The Lightrail route should keep its original route down the Exposition corridor. The only reason the Diversion is being considered is because some very well connected folks in Cheviot Hills called in a favor with their MTA buddies. As a result, the light rail line is being diverted from their neighborhood and re-routed through a poorer neighborhood, at an additional cost of millions of dollars. This is obviously wrong, and thanks to former President Clinton, it is also illegal. It violates Executive Order #12898, which established the concept of Environmental Justice. Environmental Justice deals with the "fair treatment of people of all races, cultures and income with respect to the development, implementation and enforcement of environmental laws, regulations, programs and policies". In other words, it is illegal to reroute this line from the rich part of town (Cheviot Hills) through a poorer, heavily minority neighborhood (Culver City, Westside Village, Palms, Mar Vista), so that the rich, well-connected residents of Cheviot Hills don't have to deal with the negative environmental impact associated with this project (noise, traffic, pollution, etc.). I suggest you check out the EPA website for more info: <http://www.epa.gov/swerosps/ej/>

When the residents of Cheviot Hills purchased their properties, they signed acknowledgements to the MTA stating that they knew the MTA could resume train service down the Exposition Corridor at any time. They knew what they were getting into, and now, they are trying to use their political influence to push this problem onto someone else. The people of Culver City, Westside Village, Palms, and Mar Vista did not sign any such acknowledgement, and will fight this injustice until the end.

I assure you, if you do approve the Westside Expo diversion, you will face a lawsuit and you will lose. ... And the publicity from this will be devastating to your careers. I hope you will make the right decision and choose the Light Rail along the original Exposition Corridor route.

Sincerely,

Dan Sias
 3455 Tilden Ave.
 L.A., CA 90034

1

2

3

4

5

DAVIS

From: Salazar, Mariana
Sent: Friday, June 08, 2001 3:22 PM
To: 'Dan.Sias@sce.com'
Subject: RE: Stop the Westside Expo Diversion

Mr. Sias:

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: Dan.Sias@sce.com [mailto:Dan.Sias@sce.com]
Sent: Friday, June 08, 2001 2:34 PM
To: letters@latimes.com; 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; pam-oconnor@santa-monica.org
Cc: noise@gte.net; ashelton@turningpointsschool.org
Subject: Stop the Westside Expo Diversion

JOS (1)

COMMENTS

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

I am opposed to a rail system on Exposition Blvd. When we purchased our home in 1999, it was with the understanding that the railroad tracks would be pulled up and that a walking path was to be built in the area of the center divider. A train rumbling through at all times of the day and night was not a prospect that we would have ever agreed to. The trains that are currently in use in the city have proven to be dangerous for those needing to cross the tracks. The years of construction noise and mess will create a serious hardship for all the neighbors. Why send it down Exposition? Why not Weshington Blvd. and just tie it into the current rail system (Blue line)? There are busses already on Exposition and Jefferson. How would you like to have a train going through your front yard? What will be the impact on our property values. Our block club was trying to get the city to put in speed bumps on Exposition to slow the traffic down between Crenshaw and La Brea for the sake of safety.

We do not need another train system. I don't want to have to pay for it in taxes. Make the bus service that is currently available work!

Thank you,
John Simon
3915 Exposition Blvd.
Los Angeles, Ca. 90016
23-737-4334
E-Mail: JOHNHJR@AOL.COM

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

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

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

Mail sheet by Friday, June 15, 2001 to:
MTA, ATTN: David Mieger, One Gateway Plaza, Mail Stop 99-22-5, Los Angeles, CA 90001
(310) 366-6443 Fax (213) 922-3060 E-Mail: MidCityWestside@mta.net

R SIC (1)

COMMENTS

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

I am opposed to the rapid bus and light rail on Exposition Blvd. First of all, I purchased a house on Exposition Blvd. less than three years ago. At the time we purchased the property we were under the impression that since the tracks for the most part had been covered or removed that this would never be used again for public transportation. I do not want additional traffic going pass my house. This is a residential area, for a large portion of this route and I am sure other residents are not interested in having this disruption in front or behind their house. This will also attract more people into the area and cause more congestion in the area as people park and ride in the area.

There is currently a bus that runs down Jefferson Blvd. It doesn't run very often, it is seldom crowded and doesn't appear to attract many riders. If a rapid bus system is needed it seems that it would make more sense to replace the route on Jefferson with a more efficient system. It does not appear that people desire to travel this route.

There are currently many accidents along the rail lines. Exposition Blvd. area has many small cross streets and two schools along this corridor, this seems as if this is a situation designed for disaster.

There is very little traffic currently along Exposition Blvd. This will cause much more automobile traffic when people that are currently unaware of this route will be using when they cannot take the train. This will bring more traffic into the area.

It is obvious that the people that live in the city have made a decision not to move out of the area, not to commute, not to need a rail system. It is unfair for those of us who have chosen to live in the city to be impacted by those that have fled the city to flee the noise, traffic and public transit issues that this will create.

Wilshire Blvd. is already a commercial area, it is already traffic, noise and people filled. The Wilshire area is an area that is already using public transportation to access the downtown area for people that desire to commute downtown. Anyone wishing to access downtown from any area of Los Angeles has access, improve the current routes. Make what you currently have work.

Reatha Simon
3915 Exposition Blvd.
Los Angeles, CA 90016
reathas@aol.com
(323) 737-4334

(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 _____

/State/Zip _____

From: Mid-City WestSide
Sent: Tuesday, June 05, 2001 9:00 AM
To: 'Jacquetsim@aol.com'
Subject: RE: No Subject

J. Simpson:

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: Jacquetsim@aol.com [mailto:Jacquetsim@aol.com]
Sent: Monday, June 04, 2001 6:40 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@ci12.ci.la.ca.us; Jlgaspi@aol.com; jwalden@mayor.lacity.org;
fasanajr@pcmagic.net; froberts@cityoflancafterca.org; BeAPro@aol.com;
pam-oconnor@santa-monica.org; Friends4Expo@aol.com
Subject: No Subject

JAS(1)

Attention MTA Board Members:

Please be advised that I am in full support of Expo Transit in my community.] 1
As a 30 year resident, I have seen many changes in this area. Unfortunately] 2
most of them have been negative, which is quite depressing. I am truly please] 3
is the possibility for positive change...rapid transit. I sincerely hope that
you will see fit to this project any others that restore this area.

Sincerely,
J. Simpson

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: Steve Singer [mailto:srsinger@mediaone.net]

Sent: Friday, June 08, 2001 5:25 PM

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

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

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

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

frobarts@cityoflancasterca.org; BeAPro@aol.com; pam-oconnor@santa-monica.org;

friends4expo@aol.com

Subject: Expo Line

STS (1)

I am writing to you to implore you to vote FOR the proposed Expo line from downtown to Santa Monica. I can't begin to enumerate the reasons for a favorable vote. Suffice it to say that I can't imagine any negatives to a project that will alleviate some of the congestion on our over-crowded Freeways, reduce air pollution and generally enhance the quality of life in the LA basin. I plan to be at the meeting scheduled for June 12th to confirm my faith and trust that you will do the right thing and vote FOR this project. Thank you.
Steve Singer

STS (1)

)

)

From: Mid-City WestSide
Sent: Friday, June 08, 2001 8:19 AM
To: 'Steven Singer'
Subject: RE: Expo Line

Mr. Singer:

COMMENTS
Page 888

to whom we may concern:

DSL6 JUN 06 2001

SCANNED
IN RMC

This is to state that although I am in favor of Light-Rail systems in general, I am opposed strongly to the Venice/Sepulveda Diversion.

Sincerely,

Deborah Slosberg
3273 Glendon Ave.
LA 90034.



557103

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 only support Alternative 1 - Transportation on Wilshire
 Wilshire has a proven rider-ship with the business and commercial destinations needed for commuters.] 2

The Expo line does not have activity centers to support the predicted rider-ship. It passes through residential areas not business communities. Additionally a line along Expo would pass by parks and schools leaving children at risk!] 3

Put transportation where needed: on Wilshire.

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

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

Name Brenda Smith Phone/Fax 915-9410

Address 3146 Roberts Ave

City/State/Zip Culver City CA 90232

Mail sheet by Friday, June 15, 2001 to:

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

JUN 12 2001

SCANNED
IN RMC

June 6th, 2001

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

KSC(1)

Dear Mr. Mieger,

I am writing you this letter regarding the proposed Light Rail that will run down Exposition with a diversion down Venice and Sepulveda. I am 33 years old and was born and raised in Los Angeles, therefore I feel that I am very knowledgeable of how traffic has changed on the Westside. Two years ago, my husband and I became the proud homeowner in the Westside Village. We chose this area because it reminded us of the country with lots of trees, birds chirping, no sidewalks, neighbors walking their dogs, kids playing freely and feeling very safe and very little traffic. While still being in the city and centrally located.

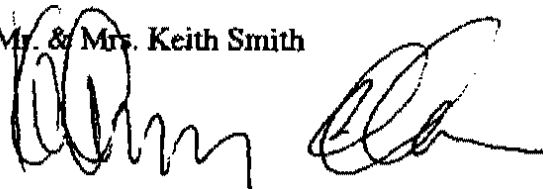
While we strongly agree that traffic congestion on the Westside has become almost unbearable and is only getting worse, we are strongly opposed to the Light Rail. Sepulveda is a narrow street. To add the Light Rail would involve quite a bit of construction and diversion of traffic. This diversion would be right through our neighborhood; increasing the traffic flow ten fold. We have both Middle schools and elementary schools in this area. The increase in traffic would cause many safety issues with children around the schools.

Parking is another issue. Since there will be no parking, people going to the Light Rail or coming to the businesses would now have to park elsewhere, ultimately our neighborhood. Our current streets are in poor shape now and would not be able to withstand additional parking, let alone where would the residents park.

As a result of these issues and others, the value of our homes would decline. Residents move into this area not only because of its ambiance, but also because of the value of the land. There are many residents who have lived here for 25 years or more. We have one neighbor who has lived in their house for 50 years and another who is a third generation owner of the house. Her grandmother was the first owner. These elderly people would suffer financially from the loss of value. When my husband and I bought this house we loved it and the neighborhood so much, God willing, we planned on retiring in it. If a light Rail were to be added, we would be forced to take a financial loss and possibly have to move.

We strongly urge you to take these factors into consideration and **NOT PASS** the diversion of the Light Rail through the Westside Village. Thank you for your time. One of many concerned homeowners.

Mr. & Mrs. Keith Smith



COMMENTS
Page 891

From: Mid-City WestSide
Sent: Monday, June 11, 2001 10:10 AM
To: 'larry smith'
Subject: RE: approval of expo light-rail line

Mr. Smith:
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: larry smith [mailto:lorenzoucpla@hotmail.com]
Sent: Monday, June 11, 2001 10:10 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: approval of expo light-rail line

LSM(1)

dear mta supervisors:

) i am emailing you to let you know that i completely support the construction of the exposition light-rail line that would run from downtown to santa monica! the westside is without a commuter train line and this would add a very valuable and necessary connection to the existing train/subway lines in the city. our traffic is only going to get worse and we all know it. more freeways and busses alone are not the answer. los angeles is so overdue for this mode of transportation and it is sorely needed. please vote yes to build the exposition line!

larry smith, 160 n. martel avenue, los angeles 90036

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

COMMENTS

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

June 9, 2001

We would like a Project Consideration for BRT or LRT on Olympic Blvd.]

- 1) Direct route from Santa Monica to downtown L.A.
- 2) Wide street, and straight route.
- 3) Ridership high and travel time shorter
- 4) Will NOT disrupt families and businesses.
- 5) Travels through a denser more commercial area.
- 3) Requires less construction, and should be cost effective.

We DO NOT support your alternatives 2 and 3.] 2

- 1) Exposition is NOT a high density area, and does not support ridership.] 3
- 2) Mainly family residence, and small businesses with narrow streets.] 4
- 3) Magnitude of construction, and traffic noise would be horrendous. When completed the results would be the same to the community.] 5
- 4) Safety to our children and elderly would be at extremely high risk, along with an infiltration of crime that will follow with transients in the area.] 6
- 5) Traffic is a problem NOW, and will be 10 fold with Parking Lots and Stations. The area now serves as an overflow when the freeways are stopped or jammed.] 7
- 6) Pollution and noise would become a prohibitive problem. We now have (2) airports, (2) freeways, car and bus traffic pollution. Adding to that would be the BRT or LRT with parking lots, horns, whistles, car alarms and additional traffic and pollution.] 8
- 7) If this is supposed to be rapid transit, Exposition corridor would be anything but fast, having to slow to 35 MPH in residential areas and at intersections.] 9

Alternative 1 is the only choice of your alternatives. Already has proven ridership to major destinations.] 10

Ronald H. Smith & Carol A. Smith
2555 Tilden Ave.
Los Angeles, CA 90064
Phone: (310) 479-3563
E-Mail: rsmith2@bigscreen.mca.com

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

CC: Yvonne Burke (Supv. Hall of Adm.)
Zev Yaroslavski (Supv. Hall of Adm.)
Richard Riordan (Mayor)
West of Westwood HOA



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

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

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

Exposition Blvd does not do that.

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

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

The Wilshire Rapid Bus and Expo ROW parallel each other in Santa Monica. If you develop Expo ROW Santa Monica will have to 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 ARTHUR SNYDER JR. Phone/Fax FAX 310-475-0434
 Address 2804 WESTWOOD BLVD
 City/State/Zip LA 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
Page 895



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. Please include the project or projects of the project in which you are interested.

Comments

There is a proven need for transit. The Wilshire Rapid Bus can not keep up with the demand.] 2

It travels through areas that service the people of Los Angeles and tourists.] 3

Expo

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

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

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

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

Develop the route that services more people.] 8

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

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

Name Jean R. Anple Phone/Fax (310) 475-1924 Fax 475-045
 Address 2804 Westwood Bl
 City/State/Zip Los Angeles, CA 90064

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



COMMENTS

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.] 4

The Expo ROW goes through neighborhoods. The detour on Expo proved
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Until Expo ROW's detour travels through more commercial than residential
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 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 Donna Soegono Phone/Fax _____
 Address 2521 Midvale Ave
 City/State/Zip Los Angeles, CA 90064

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

From: Mid-City WestSide
Sent: Thursday, June 07, 2001 8:43 AM
To: 'Jeff Solomon'
Subject: RE: Exposition Light Rail

Mr. Solomon:

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 29, 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: Jeff Solomon [mailto:solomonjeff@earthlink.net]
Sent: Friday, May 11, 2001 11:18 AM
To: dclarke340@aol.com
Subject: Exposition Light Rail

JES (1)

Since Los Angeles is about twenty years behind on real mass transit, the Exposition light rail plan is desperately needed to make this city live up to it's advertised "great city" billing. I cannot count the number of skilled people I know who are planning to leave L.A. because of the traffic congestion and smog. Personally, I now come to

) the Westside only when necessary and leave by 2 PM, foregoing dinner and shopping to miss the traffic. Please give me some hope for Los Angeles.] 3

MAY 31 2001

SCANNED
IN RMC

DOMSC(1)

Domenico & Marguerite Specchierla
2527 South Bentley Avenue
Los Angeles, CA 90064

May 25, 2001

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

Dear Mr. Mieger,

We are writing this letter to express our feelings regarding your proposal to build a 260-space parking lot on Exposition Boulevard between Sepulveda and Military. Our home is located 5 houses south of Exposition and we will be directly affected by the decision made. There are many points to address but the one that touches us closest is the DANGER that our grandchildren and the many other children that live in this neighborhood will be put in due to the increase in traffic. Bicycle riding and playing in the front yard is very common in this area and children running into the street happens. Increased traffic puts many little lives at risk.

} 1
} 2

Another very real concern is the loss of our property's value. This is sure to be the case. Many of our neighbors have payed very high prices in the prime westside location and your proposed plan would gravely affect their investment.

} 3

Some other points that are of concern are polution, increased noise, decrease in privacy, the removal of plants that we homeowners paid for to make our neighborhood more beautiful and the increased foot traffic on our street.

} 4

We strongly oppose this decision and hope that our voice as the homeowners that will directly affected by the decision will be heard.

} 5

Sincerely,

Domenico Specchierla
Marguerite Specchierla
Domenico Specchierla
Marguerite Specchierla

COMMENTS

ROSCI

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 heavily apposed to the L.R. The noise, and the number of people coming though our neighborhood would ruin the property value and the community on exposition. I do not want this to happen. } 2

Robin Spector
10953 Exposition Blvd.
LA CA 90067

(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 90002
(310) 366-8443 Fax: (213) 922-3060 E-Mail: MidCityWestside@mta.net

COMMENTS
Page 901

JUN 14 2001

SCANNED
IN RMC

Caroline M. Spencer
10316 Wilkins Avenue
Los Angeles, California 90024
(310) 785 0619 -ccsunflower@earthlink.net

June 12, 2001

Mr. David Mieger, Project Manager
Mid City / Westside Transit Corridor
Los Angeles County MTA
One Gateway Plaza
MS 99-22-05
Los Angeles, Ca. 90012

CSC(1)

Dear Mr. Mieger,

I am writing today to advise you of my views on the Proposed Wilshire BRT.

I have studied the MTA Mid-City / Westside Transit Corridor Study as it pertains to the Wilshire BRT and weighed my views with information gleaned at the neighborhood meeting at the Peterson Museum a few weeks ago. I feel that the studies made for this proposal are valid for only parts of the Wilshire Blvd. corridor and not the entire length of the proposed Wilshire BRT.

To explain: The studies state that automobile and other vehicles that are displaced by the reduction of east/west traffic lanes "will find other routes".

1. The area east of the City of Beverly Hills has many 'other routes' available for use. This area was appropriately studied for the proposed BRT route.
2. However, at a line running along the western edge of the City of Beverly Hills several large obstructions prohibit the flow of traffic. These formidable obstructions (i.e. The Los Angeles Country Club, Century City, Rancho Park Golf Course and the Beverly Hills High School) have been in place for many years. Immediately north and to the south of those obstructions street design prohibits an easy east/west flow of traffic.

With this in mind I ask you = Where is this east/west traffic to go?

Currently, Sunset Blvd has badly congested traffic starting at approximately 4 PM and continuing until 7PM or later. With the morning rush hour just as bad. Santa Monica Blvd., Olympic Blvd. and Pico Blvd. are currently congested but driveable. Construction will begin very soon on the SMBTP creating traffic chaos for a period of years. Following completion the bridged SMB access to Beverly Hills will slow traffic to a crawl. This leaves the Santa Monica Freeway available for long distance commutes, but shorter commutes toward the Hollywood area will find terrible congestion on the only routes available.

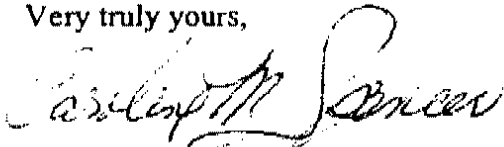
COMMENTS
Page 902

Meanwhile, as a former resident of the Miracle Mile area I know the alternative east/west routes available. To name the best they are starting with Sunset Blvd., Franklin Ave., Melrose Ave., Beverly Blvd., Santa Monica Blvd., 3rd Street, 6th Street, Wilshire Blvd., 8th Street, Olympic Blvd., Pico Blvd., Washington Blvd., Adams Blvd., etc.

With this in mind I must advise you that I can not vote in favor of the reduction of 2 lanes of traffic on Wilshire Blvd. needed to create any of the alternatives for the Wilshire BRT. I vote for NO ACTION ON WILSHIRE BLVD.

Therefore, I feel that the Exposition Blvd. route is the only alternative available at this time for direct, above ground, subway type people moving vehicles. This is in keeping with the Environmental Analysis - Traffic and Circulation -3-2-31 projection for the West End of the study area showing the majority of growth in traffic is in the Exposition Corridor and not the Wilshire Corridor.

Thank you for your consideration of my views.
Very truly yours,



Caroline M. Spencer

CC: Zev Yaroslavsky, Michael Feuer, Michael Weiss, Yvonne Brathwaite Burke

From: Mid-City WestSide
Sent: Tuesday, June 19, 2001 10:27 AM
To: 'spet@webtv.net'
Subject: RE: Rapid expansion

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: spet@webtv.net [mailto:spet@webtv.net]
Sent: Thursday, June 14, 2001 8:01 PM
To: MidCityWestside@mta.net
Subject: Rapid expansion

SPET (1)

As a regular user of Wilshire Rapid, I hope further improvements of this

) terrific service will be made. Any of the three alternatives would be
OK with me: choose the one that can be done soonest. The Exposition
route would be best as light rail in my opinion: the Blue line is
great! Best wishes for speedy development.

2

3

4

Sincerely,

Mid-City/Westside Project Team

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

From: Nancy L Steiner [mailto:Nancy.Steiner@worldnet.att.net]

Sent: Sunday, June 03, 2001 8:51 PM

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

NS(1)

I'd like to express my support for the proposed Expo Line light rail network, which would run from downtown to Santa Monica. This is a well-traveled area, which could greatly benefit from an alternative mode of transportation. I believe the Expo Line would help to alleviate L.A.'s ever-growing traffic problem in an economically and ecologically sound manner, and urge you to adopt the proposal.

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Thank you for your consideration.

Nancy Steiner
2706 Castle Heights Place
Los Angeles, CA 90034

NS(1)

From: Mid-City WestSide
Sent: Tuesday, June 05, 2001 8:57 AM
To: 'Nancy L Steiner'
Subject: RE: Expo Line

Ms. Steiner:

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.

TOM STEMPEL

JUN 08 2001

2711 Coolidge Ave , Los Angeles , California , 90064

6 June 2001

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

TS (1)

Dear Mr. Mieger,

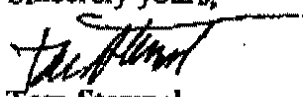
I gather from my North Westdale Neighborhood Association Newsletter that you are the person to write to with my comments on the proposed Expo Line.

I have lived in this neighborhood for over thirty years and think it is about time we get a light rail line out here. I work at Los Angeles City College, so it is a long drive, often in heavy traffic, to and from work. I would love to be able to do it by rail, although by the time you get it up and running, I will probably be ready to retire.

What may be an even better use for me and my wife is to go downtown for various events at the Music Center. We have subscriptions for the Ahmanson, the Taper, and the Los Angeles Philharmonic. Since the opening of the Staples Center, the traffic into downtown at night has gotten much worse. Being able to take the light rail line downtown would be much better and certainly more relaxing.

I realize the Expo Line would figuratively be in my back yard, but that is what would give it its value for me and many other westsiders. I hope you can persuade the Not in My Back Yard people to see that it really is in their best interest to have the Expo Line come out and connect us to what passes for civilization downtown.

Sincerely yours,


Tom Stempel

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COMMENTS

JOSSE (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 fully support the construction of the entire Expo light rail line. It is perhaps the best thing that could ever happen to Los Angeles. There are no downsides whatsoever in my mind. It is absolutely the right thing to do, regardless of cost. I live near the proposed route, and I am not the least bit concerned about any negative impacts on the immediate neighborhood, because there aren't any.

Josh Stephens
Los Angeles

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

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

Name _____ Phone/Fax _____

Address _____

City/State/Zip _____

Mail sheet by Friday, June 15, 2001 to:
MTA, ATTN: David Mieger, One Gateway Plaza, Mail Stop 99-22-5, Los Angeles, CA 90001
(310) 388-6443 Fax (213) 922-3060 E-Mail: MidCityWestside@mta.net

Board of Directors
Queensland Manor South Co-op, Inc.
11120 Queensland St. H-63
Los Angeles, CA 90034
June 6, 2001

DAS (1)

David Mieger, Project Manager
Los Angeles County
Metropolitan Transportation Authority
One Gateway Plaza Mail Stop 99-22-5
Los Angeles, CA 90012-2952

Dear Members,

We represent the residential co-operative located on Sepulveda Blvd and Queensland St. Our complex contains 96 units, of which about 20 front on Sepulveda Blvd and about 4 others have a clear view of that street. . Our interest in the impending Busway and/or Light Rail Transit is quite understandable, since all of the 24 have bed or sleeping rooms facing on Sepulveda. And we are only one of many apartment complexes so affected. At the present time already, frequently the street outside our bedroom windows is quite unbearably impacted with traffic. And the widening of the street will bring even more traffic closer to our bedrooms and sleeping areas. Sepulveda is already an alternate freeway (405) route. While some of us are in favor of some sort of mass rapid transit, we do not feel it should be diverted down Sepulveda. Especially when the MTA already owns a perfectly good right-of-way along Exposition Blvd. through Cheviot Hills-Rancho Park. I'm sure all of our residents would be fully in favor of the planned new construction if it were not in danger of impacting their lives so unfavorably.

There are other routes also that could be pursued, such as Venice Blvd all the way to the ocean with feeder routes to other high density areas. It should not be necessary to destroy the peaceful enjoyment of residential property to obtain mass rapid transit, which is rather something that should be welcomed by the commercial interests along its corridor.

The Board of Queensland Manor South hopes that you will take our interests to heart and not make Sepulveda Blvd. any more of a sacrifice street than it already is, by favoring the more prosperous Cheviot Hills-Rancho Park area over their less affluent neighbors.

David R. Stepsay
For the Board





2510

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
 I oppose any form of transportation
 on Sepulveda Blvd and Exposition
 Blvd. Use Venice it goes all
 way down town Main St, Santa
 Monica, Ca. from downtown LA
 Schools on Exposition Blvd
 and no industry on Exposition

[Signature]

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

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

Name *David Stewart* Phone/Fax *415-1164*

Address *1234 Pearl St*

City/State/Zip *Los Angeles, Ca 90074*

June 7, 2001

ROYSC(1)

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

Re: Exposition Light Rail

Dear Mr. Mieger:

Recently I was sent a copy of the Executive Summary of the Draft Environmental Impact Statement/Environmental Impact Report, (Draft EIS/EIR). I found this composition very informative in its delineation of the proposed Wilshire and Exposition routes. Based upon this report population projections for both routes are urgently needed.

1

As implied, the current density along Wilshire Boulevard makes for an expensive and complex construction. Fortunately, the Exposition route does not have this complexity.

2

As a matter of "quality of life", it is perceived that an existing standard should be maintained or enhanced; not diminished.

3

The report predicts a population growth of an additional 300,000 persons and 200,000 jobs that will be serviced within and from outside of this area. Consequently, automobiles will increase with or without the addition of public transportation. Therefore, we do not need any loss of automobile traffic lanes or pedestrian walkways.

4

I believe that the Exposition route should fully utilize the entire railroad right-away. It would provide for a "quick" cost effective ADDITION for public transportation. However, the route delineated in the report is to abandon the Exposition right-of-way at Robertson Boulevard. Then detour west on Venice Boulevard to Sepulveda Boulevard. Turn north on Sepulveda to rejoin Exposition for the balance of the westward route to the City of Santa Monica.

5
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This is a serious flaw. It does not appear that anyone has seriously surveyed this deviation.

Has anyone considered the additional cost of this four (4) mile detour. Or the traffic disruption on Venice and Sepulveda Boulevards during construction, the resultant loss of existing automobile traffic lanes on Venice and Sepulveda and what about the area needed for boarding stations along this detour. This is a safety hazard. In addition the Venice and Sepulveda Boulevards are currently serviced by the MTA #33 bus and the Culver City #6 at approximately ten (10) minute intervals.

7

Also to traverse Sepulveda Boulevard north to Exposition would require the modification of two freeway bridges to maintain the

7

current traffic standard, (see ref. A). To maintain the current traffic and pedestrian right-of-way a very large amount of private property would need to be purchased along Sepulveda Boulevard from Venice Boulevard to Exposition. This widening of Sepulveda and the placement of a rail line creates a potential safety hazard at Charnock; there is the Charnock Elementary School at this corner, (ref. B).

This detour also seems to ignore the existing safety feature of two steel railroad bridges, i.e. one at Motor Avenue and one at National Boulevard, (ref. B). You will not have this degree of safety on Sepulveda or Venice Boulevards. Also there is a far greater density of apartment dwellers/potential fares on this section of the Exposition route than on Sepulveda.

By publication this detour seems necessary "only" to placate the Cheviot Hills Homeowners Association's, "not in our backyard", complaint. Which they did in 1990, 1998 and again in 2000. It seems like the, "affluent tail" is wagging the poor dog."

It is approximately fourteen (14) miles from downtown Los Angeles to the city of Santa Monica. The Cheviot Hills portion is only three quarters of a mile (3/4) on the eastern perimeter of the Exposition route. In addition this 3/4 mile stretch is fifty (50) feet below street level. Also at street level the nearest homes are eastward an additional sixty-five (65) feet away from the rail line. (ref. C & D).

This physical condition in itself reduces noise. Additional noise and pollution abatement could be achieved through state-of-art construction, e.g. electric power, welded rails, mono rail, rubber wheels and no boarding stations within the Cheviot Hills 3/4 mile border. This 3/4 mile has a cost of construction. The four (4) mile detour will increase the equivalent construction cost at least 4 times.

The city will be asking millions of taxpayers to subsidize the additional cost of this detour just to placate a few who have expressed concerns. Concerns that are mitigable.

To achieve the maximum benefit for the majority of our citizens we must spend our tax dollars in the most efficient manner.

Please reconsider and use all of the Exposition right-of-way. It provides for minimal disruption to adjacent areas during construction. And there are many locations for "park and ride" sites and rider friendly shops. The Figueroa end serves downtown well. It also serves Culver City and their new entertainment center effectively where Exposition crosses Venice Boulevard without disruption. It also provides convenient access to all of the apartment complexes, office buildings, manufacturing and commercial establishments along the Exposition route into the City of Santa Monica.

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Page 3
David Mieger, Project Manager
Los Angeles County MTA

With a little imagination this entire route could provide a 17 mile
strip park atmosphere, a city beautification.

The citizens need this LRT, but make it cost effective.

Your indulgence is appreciated.

Sincerely,

Royce E. Steward
Royce E. Steward
2624 Corinth Avenue
Los Angeles, CA 90064-3721
(310)479-8130

Attachments: Pictorials

RES/ds

} 17
} 18

June 15, 2001

ROYSE(2)

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

SCANNED
IN RMC

Re: Exposition Light Rail

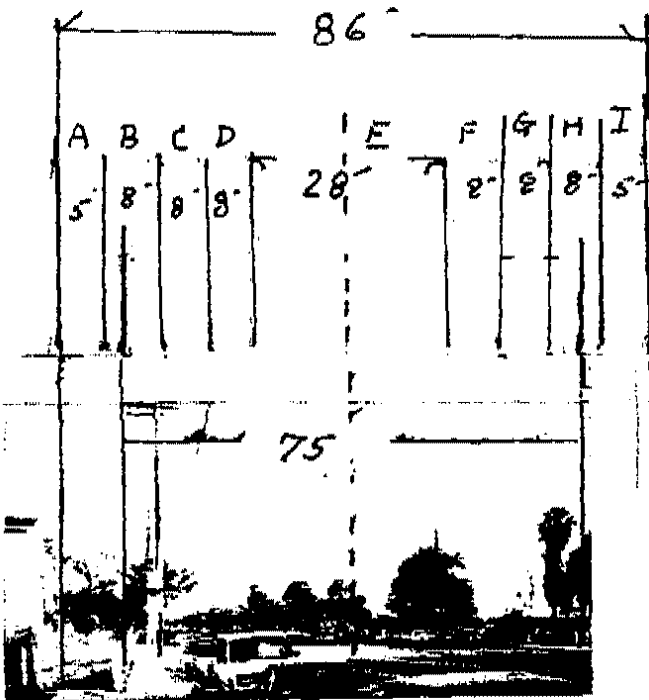
Subj: ADDENDUM ---- TO Letter dated June 7, 2001 to David Mieger
from Royce Steward

JUN 12 2001

Mr. Mieger, in my last correspondence I tried to illustrate how erroneous, costly and disruptive the Venice/Sepulveda detour will be. Attached are two copies of two cost items that I failed to include. The cost of widening the bridge over the flood control channel that is just north of Palms Boulevard and the additional engineering cost to master the incline north from Venice Blvd., i.e. from Regent Ave. to Charnock Road. This distance is .3 tenth of a mile which rises to a height of approximately 150 feet. No where on the Exposition right of way does this type of problem exist.

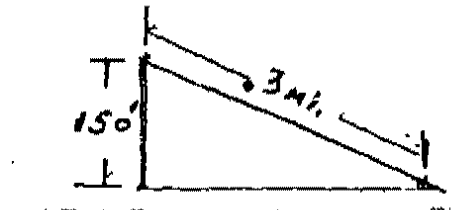
Royce E. Steward

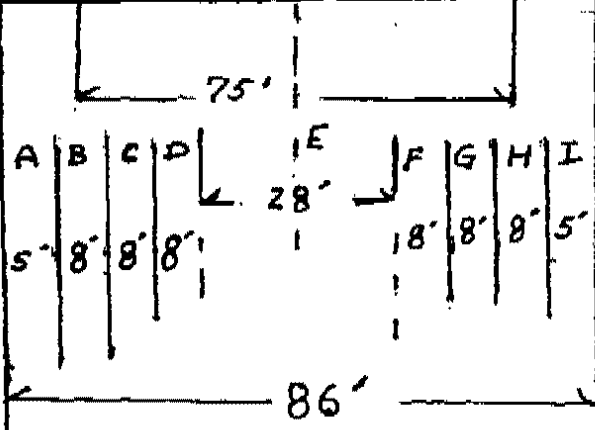
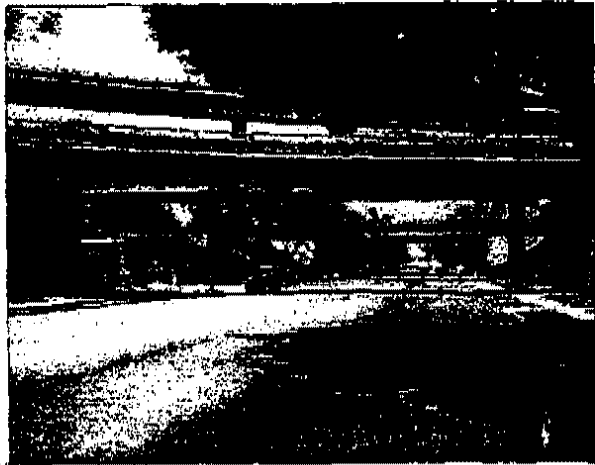
Royce E. Steward---2624 Corinth Ave. Los Angeles, CA. 90064-3721
(310) 479-8130



LEGEND:

- A, I Sidewalk
- B, H Park Lanes
- C, D, F, G Traffic Lanes
- E LRT Meridian





LEGEND:

- A, I Sidewalk
- B, H Parking Lanes
- C, D, F, G Traffic Lanes
- E LRT Meridian

NOTE: These dimensions have eliminated the existing landscaped parkway. Also this 86 FT. width would be required from Venice Blvd. north to Exposition Blvd. Remember Sepulveda Blvd. already has bus service---MTA#33 and Culver City #6.



CHARNOCK Elem. School



MOTOR Ave.



NATIONAL Blvd.



MOTOR AVE. WEST TO OVERLAND AVE. BELOW GRADE



OVERLAND AVE. EAST TO MOTOR AVE. BELOW GRADE AND A GOOD BRIDGE OVER MOTOR AVE.

COMMENTS
(REF. C.) **Page 918**



NORTHVALE ROAD EAST SIDE OF TRACKS 50 FEET ABOVE TRACK BED
AND 65 FEET FROM LEFT TREE LINE TO HOMES.



CS7 (1)

COMMENTS

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

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

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

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

Exposition Blvd. does not do that.

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

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

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

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

Develop the route that services more people.

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

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

Name Carmon Stewart Phone/Fax (310) 474-6697
 Address 10810 Ashby ave Los Angeles
 City/State/Zip Los Angeles CA 90064

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

COMMENTS

JIS (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.

We are very in favor of the Expo Rail because it provides fast clean service from Santa Monica to downtown. It is essential to relieve the congestion on I-10. The rail is vastly superior to the busway.] 3

Jim Stewart
Southern California Council on Environment and Development
4439 Slauson Avenue
Culver City, CA 90230

(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) 355-6443 Fax: (213) 922-3060 E-Mail: MidCityWestside@mta.net

COMMENTS
Page 921



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

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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 PAT STEWART Phone/Fax 310 474-6697
 Address 10810 ASHBY AVE
 City/State/Zip LA. CA 90064

Pat Stewart



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

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

Develop the route that services more people.] 8

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

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

Name STEVEN STEWART Phone/Fax 310 474-0678
 Address 10810 ASHBY AVE
 City/State/Zip L.A., CA 90064

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



COMMENTS

SUSC(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 wish to ask the MTA Board of Directors to consider the ALTERNATIVE 1 Project.

1

Please do not consider the Alt 3, which goes through my neighborhood. We already have TOO MUCH TRAFFIC AND NOISE for our area. A new building is going up for County Offices on Sepulveda and Pico and this will also generate much more traffic. We already live between 2 major freeways the 10 and 210 and get enough pollution.

2
3
4

Using Wilshire BRT you get the exposure to most of the major business centers of the city.

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 Sue Swartz Phone/Fax Both: 310-473-4688
 Address 2950 Tilden Ave. LA, CA 90064
 City/State/Zip _____

Mail sheet by Friday, June 18, 2001 to:
 MTA, ATTN: David Mejer, One Gateway Plaza, Mail Stop 99-22-3, Los Angeles, CA 90012
 (310) 366-6443 Fax: (213) 921-3050 E-Mail: MidCityWestside@mta.net

ASE(1)



Hard to keep track of these little yellow notes?

Hotmail wowhoa15@hotmail.com

Inbox Compose Address Book Folders Options

Messenger Calendar Help

Folder: Inbox

From: "Annie Szilagyi" <wlanmi@hotmail.com> Says Address - Block Sender
To: wowhoa15@hotmail.com Says Address
Subject: Fwd: RE:
Date: Sat, 09 Jun 2001 05:45:31

Reply Reply All Forward Delete Previous Next Close

>From: Mid-City WestSide
>To: 'Annie Szilagyi'
>Subject: RE:
>Date: Tue, 22 May 2001 09:07:24 -0700

>Ms. Szilagyi:
>
>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: Annie Szilagyi [<mailto:wlanmi@hotmail.com>]
>Sent: Wednesday, May 16, 2001 11:31 PM
>To: midcitywestside@mta.net
>Subject:

>we don't want ANY transportation on Exposition!, the detour proved that the
>ridership is on Wilshire, we have no destination around here at all....

>Annie Szilagyi
>e-mail:wlanmi@hotmail.com

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

MAY 21 2001

SCANNED
IN RMC

AT ()

May , 2001

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 Auxilliary. 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,

Aiko N. Takahita

1
2
3
4

June 1, 2001

GT(1)

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

Dear Mr. Mieger,

Ginger Tauber

Please rethink your plans for the LRS to be routed on Venice/Sepulveda Boulevards! As it is, Sepulveda is one of the most congested streets on the westside. 1

The people in the Westside Village area have been working extremely hard and have been successful in making our area more attractive and cohesive than ever. (Tree plantings, local police division, very active Neighborhood Watch, attention to unkempt yards, etc.) Having the LRS running on Sepulveda would be disastrous to what we have all worked so hard to accomplish. 2

I have no objection to the LRS, but your traffic engineers should consider Exposition Boulevard, which is convenient to westsiders, and already has the track provisions. It was active years ago and not disruptive to anyone. 3

PLEASE reconsider your Venice/Sepulveda Diversion! 4

Sincerely,

Ginger Tauber
3306 Veteran Ave.
Los Angeles CA 90034

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: Linus Lawrence [mailto:l_lawrence_t@yahoo.com]
Sent: Monday, June 04, 2001 6:22 PM
To: MidCityWestside@mta.net; SecondDistrict@bos.co.la.ca.us;
FifthDistrict@bos.co.la.ca.us; don@bos.co.la.ca.us;
molina@bos.co.la.ca.us; zev@bos.co.la.ca.us; Rriordan@mayor.ci.la.ca.us;
bernson@c12.ci.la.ca.us; jlgaspi@aol.com; jwalden@mayor.lacity.org
Cc: l_lawrence_t@yahoo.com
Subject: Please move forward with light rail on Exposition Blvd to Santa Monica

LT(1)

Dear MTA boardmembers,

We strongly urge you to move forward with light rail on Exposition Blvd.

This line is relatively easy and low cost to build since the MTA already holds title to the right of way, an old railroad line and could tap federal and state funds already committed to the Westside.

Moreover, Westside has the highest population 1.5 million and employment density of any Southern Californian area. Significant growth in both population and jobs are projected for the next 20 years, while no significant expansion of existing freeway and street networks is planned.

Moreover, while the capital costs for a busway may be slightly lower than that of light rail, a busway will have much higher operating costs, will have less capacity (90 in an articulated bus v/s 450 in a 3 car light rail train) and will not attract as much ridership.

All these facts are highlighted in the MTA EIR report on the Expo corridor.

We commute on a regular basis to Santa Monica and are forced to drive

} 1
} 2
} 3
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} 5
} 6

) beacuse no reasonable transportation alternative exists from Union station.

Please move forward with this worthy project. You will be providing a great service to the people by going ahead with light rail and can be proud of the your accomplishments when this corridor is built and will prove to be a resounding success.

Thanking you.

Yours sincerely,

Linus & Shannon Tauro
1321 Verano Place
Irvine, CA 92612.
(949) 854-6624.

Do You Yahoo!?

Get personalized email addresses from Yahoo! Mail - only \$35 a year! <http://personal.mail.yahoo.com/>

LT(1)

)

)

From: Mid-City WestSide
Sent: Tuesday, June 05, 2001 9:00 AM
To: 'Linus Lawrence'
Subject: RE: Please move forward with light rail on Exposition Blvd to Santa Monica

Mr. and Mrs. Tauro:



271 (1)

COMMENTS

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

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

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

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

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

Exposition Blvd. does not do that.

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

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

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

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

Develop the route that services more people.] 9

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

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

Name Millie Tezanos Phone/Fax 310 285-8165
 Address 11003 Exposition Bl
 City/State/Zip LA CA 90064

Mail sheet by Friday, June 16, 2001 to:

MTA, ATTN: David Nieger, One Gateway Plaza, Mail Stop 99-22-5, Los Angeles, CA 90012
 (310) 388-8443 Fax: (213) 922-3060 E-Mail: MidCityWestside@mta.net

June 2, 2001 BT(1)

To whom it may concern,

I opt for the Wilshire
route. It is the more
trafficed route and would be
used by more people.

Bill W. Thompson



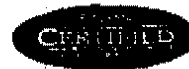
Bill Thompson
10941 Exposition Blvd.
Los Angeles, CA 90064

(310) 474-2712

West Of Westwood HOA

POB 64496

Los Angeles, CA 90064



The Best New Cars Make
The Best Used Cars

126 letters
Supporting
[Redacted]

June 10, 2001

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

www.toyota.com • 1-800-Go-Toyota

RE: Mid City/Westside Transit DEIS/DEIR

Dear Mr. Meiger:

I am writing on behalf of the members of West of Westwood HOA, representing approximately 1000 households in Rancho Park, encompassing both sides of the Exposition ROW between Kelton and Sepulveda Blvd. and south of the ROW between Sepulveda and Sawtelle.] 1

We recently explained the alternatives to our members and asked them to respond back to us with their views. All responses (except one renter) were in support of Alternative 1.] 2

The Exposition ROW has no current proven ridership. It has been decades since the ROW was used as a transit line. The deviation traveling through commercial activity centers and not through residential areas has killed the ridership on the ROW. When the line was built 50 years ago there were few homes facing the ROW and the only activity center was Downtown Los Angeles.] 3

The huge success of the Rapid Bus on Wilshire proves that people will ride a bus if it moves them faster. The Wilshire line runs from Santa Monica beach to Downtown Los Angeles passing through several activity centers: mid-Wilshire, Miracle Mile, Museum Row and UCLA to name a few. The Wilshire Corridor attracts residents of Los Angeles as well as tourists. The Exposition ROW does not have activity centers needed to attract ridership. Alternative 3 would have a negative impact on schools, residents and displace businesses along the ROW. It is too costly to build, maintain and properly mitigate. There are many homes 50' from the ROW either facing it or backyards opens to it. How can you possibly mitigate the negative impact the LRT would have on them?] 4

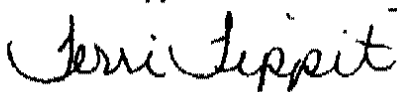
A LRT on Sepulveda will have a negative impact on our members who will hear the bells and horn and feel the vibration. Elevating the LRT at both Sawtelle and Bundy will create an adverse visual impact. Park and Ride Lots will increase traffic at already "F" level intersections. Unattended parking lots will be a magnet for crime, which will filter into the neighborhood.] 5
] 6
] 7
] 8
] 9
] 10

We supported a bus that remained on Venice Blvd. where there is more activity centers during the last study. If Alt. 2 remained on Sawtelle to Olympic, traveled west until it intersected with the ROW at the Santa Monica border it would have increased both the ridership and support. A bus can go off and on the ROW avoiding sensitive areas such as schools and homes. If there is a problem on the ROW a LRT is stopped until it is cleared. A bus can go around it. A rail line is fixed. A bus can be rerouted to meet public transit demands.

Alternative 1 has a proven ridership. Put our limited resources where the ridership is proven.

Thank you for your think and consideration in this matter.

Sincerely,



Terri Tippit, President
West of Westwood HOA

cc: US Senator Diane Feinstein
US Senator Barbara Boxer
Congresswoman Diane Watson
Congressman Henry Waxman
State Senator Shiela Kuehl
State Senate Kevin Murray
State Assemblyman Paul Koretz
State Assemblyman Herb Wesson
Supervisor Yvonne Burke
Supervisor Zev Yarolsavsky
Mayor-elect James Hahn
Concilwoman Ruth Galanter
Councilwoman Ciindy Miscikowski
Councilman-elect Jack Weiss



TT(1)

COMMENTS

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

The rapid bus on Wilshire is
 a huge success.
 That is where the proven
 ridership is -

The ridership on Expo increased
only after they moved line on
 Venice.

No rail or bus on
 Expo

(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 Terri Tippit Phone/Fax (310) 474-7346
 Address 10967 Ayus 975-2126
 City/State/Zip LA CA 90064

COMMENTS

TT (2)

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

It is amazing that people who live near the detour (national/Sepeveda) want rail but not near them. If rail is such a great idea why do people oppose it near them?]

Terri Tippit

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

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

Name _____ Phone/Fax _____

Address _____

City/State/Zip _____

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

COMMENTS
Page 936

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: Terri Tippit [mailto:tmtippit@earthlink.net]
Sent: Thursday, June 14, 2001 11:35 AM
To: midcitywestside@mta.net
Subject: Mid-City/ Westside Transit Corridor

TT(3)

Dear Mr. Meiger:

I am writing on behalf of the West of Westwood HOA.

} 1

We have faxed you a 100 or more letters, several pages of petitions and emails supporting Alternative 1. I know there are many others who are doing the same.

} 2

Given 3 alternatives we chose alternative 1 because we do not feel there is a proven ridership as there has been on Wilshire. Even though it detours around our neighborhood it goes in front of homes east and west of us. We know the cost to properly mitigate those residents is very high.

} 3

} 4

If there is to be transportation on Exposition we would support a BRT.

} 5

Please read the attached letter for more detail reasons why we support Alternative 1.

} 6

Please feel free to contact me with any questions.

} 7

Sincerely,

Terri Tippit, President
West of Westwood HOA

From: Mid-City WestSide
Sent: Tuesday, June 19, 2001 10:25 AM
To: 'Terri Tippit'
Subject: RE: Mid-City/ Westside Transit Corridor

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

From: Mid-City WestSide
Sent: Tuesday, June 05, 2001 8:58 AM
To: 'Eric Tooley'
Subject: RE: Expo Line

Mr. Tooley:

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: Eric Tooley [mailto:eric@fireballmarketing.com]
Sent: Monday, June 04, 2001 8:46 AM
To: MidCityWestside@mta.net; SecondDistrict@bos.co.la.ca.us;
FifthDistrict@bos.co.la.ca.us; don@bos.co.la.ca.us;
molina@bos.co.la.ca.us; zev@bos.co.la.ca.us; Rriordan@mayor.ci.la.ca.us;
bernson@c12.ci.la.ca.us; jlgaspi@aol.com; jwalden@mayor.lacity.org;
fasanajr@pcmagic.net; froberts@cityoflancafterca.org; BeAPro@aol.com;
pam-oconnor@santa-monica.org; friends4expo@aol.com
Subject: Expo Line

ET (1)

Hello,

I am writing to express my support for the Expo transit line in the form of a light rail line. I currently live in the Silverlake area and work in El Segundo. The commute is good (Virgil to Wilshire to the 110 to the 105 to Main St.) in the morning but at night it is bad. I have to take surface streets home. One day a week, to relieve my commute stress, I take the subway to the blue line to the green line. On the weekends I do not like to drive so I also use the subway to get around if I can. I would like to someday soon take classes at the Santa Monica Community College extensions and otherwise be able to go to the Westside - but the traffic is so very bad that I will not do it.

1
2

I strongly support the creation of the Expo line down exposition blvd. You

3

) would be connecting downtown, USC, Culver City, West LA and Santa Monica - one of the densest areas in the nation.]

Also I believe that more cars are needed on the Blue and Green lines. They can get really crowded.]4

While a bus line in this area would be cheaper to build, buses are noisier, ugly, and unpleasant compared to the new clean and very quiet light rail systems. In addition, people like trains more and are more willing to use them.]5

Thank you for your time.]6

Eric Tooley
Los Angeles resident

From: Mid-City WestSide
Sent: Monday, June 11, 2001 8:41 AM
To: 'Topangarik@aol.com'
Subject: RE: light Rail

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

We have logged your comment into the record.

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

Sincerely,

Mid-City/Westside Project Team

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

From: Topangarik@aol.com [mailto:Topangarik@aol.com]
Sent: Sunday, June 10, 2001 7:38 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

TDPA (1)

A lot of cities are sorry they ever did away with street-cars. Now they are putting in "Light Rail" which is better than busses. So should LA every-where.]

) From: Mid-City WestSide
Sent: Monday, June 11, 2001 11:09 AM
To: 'Catherinetracy@aol.com'
Subject: RE: (no subject)

Ms. Tracy:

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: Catherinetracy@aol.com [mailto:Catherinetracy@aol.com]
Sent: Monday, June 11, 2001 11:10 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;
hernson@c12.ci.la.ca.us; Jlgaspi@aol.com; jwalden@mayor.lacity.org;
fasanajr@pcmagic.net; froberts@cityoflancaSterca.org; BeAPro@aol.com;
pam-oconnor@santa-monica.org; Friends4Expo@aol.com
Subject: (no subject)

CT(1)

I am very concerned that the MTA support the development of a light rail from downtown, following the Exposition Park tracks into Santa Monica and terminating at the beach. This light rail would support the growing e-commerce in Santa Monica, and afford quick and easy access from the westside to downtown.

Catherine Tracy

) 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: Erik Travis [mailto:etravisla@mediaone.net]
Sent: Sunday, May 27, 2001 4:07 PM
To: MidCityWestside@mta.net
Subject: Alt 3 Support

ERT(1)

Travis
Overland Ave
Angeles, CA 90034

Erik
3219
Los

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

Dear Mr. Mieger:

I am writing to give the MTA my comments re: the current Westside Alternatives. I have reviewed all the options and support Alternative 3, Wilshire BRT and Exposition LRT, preferably without the Subway section near USC. I will omit my comments regarding the Wilshire BRT project because it is the Expo LRT project that has my interest, since I have resided near the ROW all my life and hope to see LRT developed on it as soon as possible.

} 1
} 2

Thank you,
Sincerely,
Erik Travis

)

)

From: Mid-City WestSide
Sent: Tuesday, May 29, 2001 9:04 AM
To: 'Erik Travis'
Subject: RE: Alt 3 Support

Mr. Travis:

From: Mid-City WestSide
Sent: Monday, June 11, 2001 9:56 AM
To: 'Lisa Travis'
Subject: RE: proposed MTA train route through East Culver City

Ms. Ts. Travis:

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: Lisa Travis [mailto:travis@psych.ucla.edu]
Sent: Monday, June 11, 2001 9:44 AM
To: david@fold-a-goal.com; ad747@lafn.org; carolgcc@aol.com;
steve@stevenrose.com; ewolkowitz@rdblawcorp.com
Cc: midcitywestside@mta.net
Subject: proposed MTA train route through East Culver City

LIT(1)

Dear Council Members,

I am writing to voice my very strong opposition to MTA's proposal to run a train route through East Culver City along or near National Blvd. The safety risks to our children, noise pollution, property damage, and drop in property values would be unacceptable, and hardly worth any meagre conveniences the route would provide.

} 1
} 2
} 3

Please do everything you can to stop the construction of this most unnecessary and undesirable train route.

Thank you,

Lisa L. Travis
Culver City Resident

LIT(2)

From: Mid-City Westside
Sent: Monday, June 11, 2001 9:48 AM
To: 'Lisa Travis'
Subject: RE: proposed MTA route through East Culver City

Ms. Travis:

327(1)
6/12/01

Hi Neighbor-

This petition is to ask MTA to adopt alt 1 for the light rail which does not include our neighborhood.

Please sign it as soon as you can.
The deadline is 6/27. You can either fax it to MTA 213 922-3060
Mayor's office 213-485-1286
Supervisor = Zev 213-625-7360
Yvonne 213-922-3060

or you can bring it Terry (our leader) @ 10907 Hyros. She will do it for you. Besides she can have your petition on file
Thank you.

Gilbert Tsoo
2934 Military Ave
475 6336



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

GIT(2)

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 Gilbert Tsao, Westwood Phone/Fax 310 475-6856
 Address 2934 Wilshire Ave
 City/State/Zip L.A. 90064

Mail sheet by Friday, June 15, 2001 to:
MTA, ATTN: David Meager, One Gateway Plaza, Mail Stop 98-22-9, Los Angeles, CA 90012
(310) 365-8443 Fax: (213) 922-3060 E-Mail: MidCityWestside@mta.net

From: Mid-City WestSide
Sent: Friday, June 08, 2001 8:19 AM
To: 'David Keyes'
Subject: RE: MTA Train

Ms. Tunberg:

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

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

Sincerely,

Mid-City/Westside Project Team

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

From: David Keyes [mailto:keysberg@pacbell.net]
Sent: Thursday, June 07, 2001 8:37 PM
To: MidCityWestside@mta.net
Subject: MTA Train

LAT(1)

Dear Mr. Mieger:

I have been made aware of the MTA's plan to put a commuter train through our neighborhood, for a number of obvious reasons, we do not want such a train running through our nice quiet neighborhood.

Sincerely,

)
Laura Tunberg
Property owner
3021 Sentney Ave
Culver City, CA 90232

From: Mid-City Westside
Sent: Tuesday, June 19, 2001 10:21 AM
To: 'Kate Turning'
Subject: RE: Culver City

Ms. Turning:

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: Kate Turning [mailto:turningpix@earthlink.net]
Sent: Wednesday, June 13, 2001 10:45 AM
To: MidCityWestside@mta.net
Subject: Culver City

KT(1)

Dear David- As MTA Project manager I am writing to ask you to reconsider the placement of the MTA route through National Blvd in Culver City. As a parent and a homeowner in this neighborhood I am extremely apposed to this project. The quality of life in these neighborhoods will be diversly efect as well as danger to the many children at the schools and parks. Please vote to find an alternative route. thank you. Kate Turning

WZ

From: Mid-City WestSide
Sent: Tuesday, June 19, 2001 10:22 AM
To: 'SCTCPA@aol.com'
Subject: RE: We need East West Rapid Transit Down Exposition

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: SCTCPA@aol.com [mailto:SCTCPA@aol.com]
Sent: Wednesday, June 13, 2001 2:10 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: We need East West Rapid Transit Down Exposition

ST(1)

) Dig 5' down, create berms and provide a fixed rail rapid transit down
Exposition.] We need rapid transit east west and then connecting north south
on the Westside up the Sepulveda Pass connecting to Chandler line.] Steve
Twining, Chairman Hillside Federation



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.

BRIAN TYLER

(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 Brian Tyler Phone/Fax 310 477-2250
 Address 2581 Cotner Avenue
 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